9

- 087

1895.

NEW SOUTH WALES.

VOTES

AND

PROCEEDINGS

OF THE

LEGISLATIVE ASSEMBLY

DURING THE SESSION

OF

1895,

WITH THE VARIOUS DOCUMENTS CONNECTED THEREWITH.

IN FOUR VOLUMES.

VOL. III.

SYDNEY:
CHARLES POTTER, GOVERNMENT PRINTER, PHILLIP-STREET.

1895.

394 (c)

1895.

LEGISLATIVE ASSEMBLY.

NEW SOUTH WALES.

VOTES AND PROCEEDINGS.

SESSION 1895.

(IN FOUR VOLUMES.)

TABLE OF CONTENTS.

VOL. III.

Title-page.

Table of Contents.

MUNICIPAL—

PAGE.

Municipalities which have constituted to 1st December, 1895—Return... 1

Areas incorporated under Acts to 1st December, 1895—Return... 5

CROWN LANDS—

Department of Lands—Report for 1894 7

Selectors' Relief Bill—Message 105

Crown Lands Act of 1895—Petition praying for repeal of 48th clause, Edward J. Williams, Secretary Macleay Progress Committee 107

Church and School Lands Acts—Draft Amendment Bill 109

West Bogan Scrub Country—Proposals to convert certain Pastoral Leases into Scrub Leases 123

Exchange of Land in the Land District of Deniliquin—Return to Order 129

Resumed Areas, Deniliquin Land District—Return to Order 131

Temora Holding, Eastern Division—Return to Order 133

Crown Lands Acts—Amended Regulation No. 108 139

Do Addition to Regulation No. 71 141

Do Substitution of Amended Regulations Nos. 49 and 148 143

Do Substitution of Amended Regulations Nos. 152 and 153 145

Do Additional sub-section (c) to Regulation No. 35 147

Do Amended Regulations Nos. 72 and 133 and amended Form No. 20 ... 149

Selections made by Martin Tully—Report from Select Committee 151

Land and other Laws—Petition in favour of certain Resolutions dealing with Farmers' and Settlers' Associations 173

MINING—

Coal-mining Regulation Bill—Report of the Royal Commission... 175

Mining on Private Lands Act Amendment and Mining Act Amendment Bill—Message ... 343

Sydney Harbour Collieries Company—Application by the Trustees of the Cooper Estate to reclaim and purchase certain land at Kurraba Point, Neutral Bay... 345

Sydney Harbour Collieries Company—Application for special lease for Wharfage Purposes at Bradley's Head 357

Sydney Harbour Collieries Company—Application to lease and purchase certain land at Bradley's Head 37

MINING (*continued*)— PAGE.

Sydney Harbour Collieries Company—Application to mine at Bradley's Head 381
Do do Letter respecting rent and labour conditions... ... 399
Mining Act Amendment Act—Amendment of Regulation relative to lead poisoning... ... 401
Application of Mr. J. F. Connelly to mine in the Parish of Currajong—Report from Select Committee 403

RAILWAYS—TRAMWAYS—

Report of Commissioners for year ending 30th June, 1895 413
Report of Commissioners for quarter ending 30th June, 1895 509
Do do 30th September, 1895 515
International Railway Congress held in London, 1895—Report of the Chief Commissioner of Railways 523
Proposed Deviation at Locksley, Great Western Railway—Report of Parliamentary Standing Committee on Public Works 567
Re-engagement of Mr. E. M. G. Eddy as Chief Commissioner—Correspondence respecting... 595
Absence of one of the Railway Commissioners from the Colony—Copy of opinion of the Attorney-General respecting 597
Darling Island Railway Bill—Message 599
Goulburn to Crookwell Railway Bill—Message 601
Locksley Deviation Bill—Message 603
Railway from Moree to Inverell—Petition in favour of—Residents of Moree 605
Do do *via* Warialda—Petition in favour of—Residents of Warialda 607
Agreement between Railway Commissioners and Messrs. Thomas Cook and Sons—Return to Order 609
Milson's Point Railway—Return to Order... 611
Railway Passengers on Mudgee Line and on Orange to Molong Line—Return to Order ... 613
Public Works Act of 1888—Resumption—Easing of Curves and Grades near Linden ... 615
Do do do Diversion of Creek near Oolong 617
Proposed system of rapid transit for City and Suburbs—Report by the Engineer-in-Chief for Railway Construction 619

POSTAL—TELEGRAPHIC—

Postmaster-General—Report for 1894 623
Contracts for Mail Service, *via* Suez—Particulars respecting 689
Steam Service between Sydney and Vancouver—Message 693
Eastern Extension Australasia and China Telegraph Company—Agreement as to Rates with Australia and New Zealand 695
Telephone Messages between Nowra and Bomaderry Railway Station—Rates 697

ROADS—BRIDGES—

Road between Coobool Island and Swan Hill—Return to Order 699
Parliamentary Standing Committee on Public Works (Pyrmont Bridge)—Correspondence respecting Evidence of Mr. Selfe and Mr. Hickson—Return to Order 731

MILITARY—NAVAL—

Military Forces of the Colony—Report for 1894 735
Military Forces—Reply to Mr. Cameron's Question respecting Report by Major-General Hutton 751
The Permanent Artillery—Examination for vacancy in—Return to Order 753
Naval Brigade—Return to Order 761

PUBLIC WORKS—

Parliamentary Standing Committee on Public Works—Tenth General Report... 779
Government Printing Office—Tenders for Stone for Work at 851

PRIVATE BILLS—

Holt's Wingello Estate Bill—Report from Select Committee 853
Capertee Tramway Bill— do do 861
Borough of Redfern Electric Lighting Bill—Report from Select Committee 877
Illawarra Harbour and Land Corporation Act Amendment Bill—Report from Select Committee 885
Cowra Pastoral, Agricultural, and Horticultural Association Bill— do do 901
Wellington Show Ground Bill—Report from Select Committee 907
City and North Sydney Railway Bill—Report from Select Committee 913

1895.

LEGISLATIVE ASSEMBLY.

NEW SOUTH WALES.

MUNICIPALITIES.

(RETURN SHOWING MUNICIPALITIES WHICH HAVE BEEN CONSTITUTED TO 1ST DECEMBER, 1895.)

Ordered by the Legislative Assembly to be printed, 19 December, 1895.

MUNICIPALITIES WHICH HAVE BEEN CONSTITUTED TO THE 1ST DECEMBER, 1895.

The area of the Colony is 306,066 square miles.

The area incorporated in the Colony to the 1st December, 1895, was 2,742·09 square miles.

The proportion of the incorporated area on the 1st December, 1895, to the area of the Colony was—as 1 : 111.

One hundred and eighty-two Municipalities incorporated to 1st December, 1895.

Municipality.	Class.	Area.	Gazetted.	Within Electorate of—
		sq. miles.		
Aberdeen	Municipal District ...	2·33	18 Dec., 1894	Robertson.
Adamstown	Municipal District ...	1·52	8 June, 1891	Kahibah.
Albury	Borough	27·75	8 June, 1859	Albury.
Alexandria	Borough	1·60	10 May, 1890	Botany and Waterloo.
Annandale	Borough	·52	2 Jan., 1894	Glebe and Annandale.
Armidale	Borough	3·28	17 Nov., 1863	Armidale.
Ashfield	Borough	3·20	7 April, 1893	Ashfield.
Auburn	Borough	3·20	20 Feb., 1892	Granville.
Ballina	Municipal District ...	9·00	4 June, 1883	Ballina.
Balmain	Borough	·90	22 Feb., 1860	Balmain North and Balmain South.
Balranald	Municipal District ...	48·00	27 Sept., 1882	Wentworth.
Bankstown	Municipal District ...	29·52	9 Sept., 1895	Canterbury.
Bathurst	Borough	4·00	13 Nov., 1862	Bathurst.
Bega	Municipal District ...	3·60	13 Nov., 1883	Bega.
Berry, late Broughton Creek and Bomaderry.	Municipal District ...	33·71	26 Oct., 1868	Shoalhaven.
Bingara	Municipal District ...	4·80	29 Mar., 1889	Bingara.
Blayney	Municipal District ...	4·75	1 Nov., 1882	West Macquarie.
Bombala	Borough	2·03	28 Nov., 1890	Eden, Bombala.
Botany	Borough	3·38	4 April, 1888	Botany.
Botany North...	Borough	3·40	4 April, 1888	Botany.
Bourke	Municipal District ...	44·00	4 July, 1878	Bourke.
Bowral ... ... } Bowral (Annex) ... ... }	Municipal District ...	5·18	18 Feb., 1886 / 25 Feb., 1890	Bowral.
Braidwood	Municipal District ...	9·00	24 Mar., 1891	Braidwood.
Broken Hill	Municipal District ...	26·00	24 Sept., 1888	Alma, Broken Hill, and Sturt.
Broughton's Vale	Municipal District ...	23·50	24 April, 1871	Kiama.
Burrowa	Municipal District ...	34·00	11 Dec., 1888	Boorowa.
Burwood	Borough	1·64	27 Mar., 1874	Ashfield and Burwood.
Cabramatta and Canley Vale ...	Municipal District ...	11·30	10 Oct., 1892	Canterbury.
Camden	Municipal District ...	12·00	6 Feb., 1889	Camden.
Campbelltown	Municipal District ...	45·00	21 Jan., 1882	Camden.
Camperdown	Borough	·68	21 Feb., 1870	Annandale, Newtown-Camperdown Division, and Petersham.
Canterbury	Municipal District ...	11·10	18 Mar., 1879	Canterbury.
Carcoar	Municipal District ...	·67	11 Nov., 1878	Cowra.
Carrington	Municipal District ...	·68	30 Mar., 1887	Wickham.
Casino	Municipal District ...	33·60	15 Jan., 1880	Richmond.
Castlereagh	Municipal District ...	47·54	9 Sept., 1895	Nepean, The.
Cobar	Municipal District ...	44·00	18 Mar., 1884	Cobar.
Concord	Municipal District ...	4·00	11 Aug., 1883	Burwood.
Condoublin	Municipal District ...	46·70	20 May, 1890	Condoublin.
Cooma...	Municipal District ...	27·60	7 Nov., 1879	Monaro.
Coonamble	Municipal District ...	23·50	3 May, 1880	Coonamble.
Cootamundra	Borough	9·50	20 May, 1884	Gundagai.
Coraki	Municipal District ...	4·00	3 April, 1891	The Richmond.
Cowra	Borough	8·87	9 May, 1888	Cowra.
Cudal	Municipal District ...	40·00	21 Oct., 1890	Molong.
Cudgegong	Borough	132·00	21 July, 1860	Mudgee.
Darlington ... ... } Darlington (Annex) ... ... }	Borough	·06	16 Aug., 1864 / 25 Jan., 1882	Darlington.
Deniliquin	Municipal District ...	50·00	19 Dec., 1868	Deniliquin.
Drummoyne	Borough	·80	18 Jan., 1890	Ryde.

Municipality.	Class.	Area.	Gazetted.	Within Electorate of—
		sq. miles.		
Dubbo	Municipal District ...	1·03	19 Feb., 1872	Dubbo.
Dundas	Borough	4·20	18 June, 1891	Ryde.
Dungog	Municipal District ...	4·22	5 July, 1893	Durham.
Enfield	Borough	2·65	10 April, 1893	Canterbury.
Ermington and Rydalmere	Municipal District ...	3·20	18 June, 1891	Ryde.
Erskineville, late Macdonaldtown ...	Municipal District ...	·26	29 Dec., 1887	Newtown-Erskine Division.
Five Dock	Municipal District ...	1·55	18 Jan., 1890	Burwood.
Forbes	Municipal District ...	50·00	27 April, 1870	Ashburnham.
Gerringong	Municipal District ...	38·00	24 April, 1871	Kiama.
Glebe, The	Borough	·72	3 Aug., 1859	Annandale and Glebe.
Glen Innes	Municipal District ...	40·00	17 June, 1872	Glen Innes.
Gosford	Borough	2·87	11 Nov., 1886	Northumberland.
Goulburn	Borough	13·00	16 Jan., 1889	Goulburn.
Grafton	Borough	4·80	20 July, 1859	Grafton.
Granville	Borough	4·42	20 Jan., 1885	Granville.
Grenfell	Municipal District ...	·54	4 May, 1883	Grenfell.
Greta	Municipal District ...	4·80	3 May, 1890	Singleton.
Gulgong	Municipal District ...	32·00	7 Feb., 1876	Mudgee.
Gundagai	Municipal District ...	3·25	15 Aug., 1889	Gundagai.
Gunnedah	Municipal District ...	4·15	23 Feb., 1886	Gunnedah.
Hamilton	Municipal District ...	2·60	8 June, 1891	Kahibah, Newcastle West, and Waratah.
Hay	Municipal District ...	50·00	10 June, 1872	Hay.
Hill End	Borough	1·70	6 Aug., 1873	Wellington.
Hillston	Municipal District ...	50·00	11 Dec., 1888	The Lachlan.
Hunter's Hill	Borough	2·03	7 Jan., 1861	Ryde.
Hurstville ... ... } Hurstville (Annex) ... ... }	Municipal District ...	13·10 { 5 April, 1893 / 12 July, 1895		St. George.
Illawarra Central	Borough	118·40	15 Jan., 1890	Illawarra.
Illawarra North	Municipal District ...	12·00	26 Oct., 1868	Wollondora.
Inverell	Municipal District ...	50·00	5 Mar., 1872	Inverell.
Jamberoo	Borough	63·50	30 Oct., 1890	Illawarra and Kiama.
Jerilderie	Municipal District ...	50·00	4 Nov., 1889	The Murray.
Junee	Borough	8·62	27 July, 1886	The Murrumbidgee.
Katoomba	Municipal District ...	11·60	2 Nov., 1889	Hartley.
Kiama	Borough	3·60	30 Oct., 1890	Kiama.
Kempsey	Borough	6·33	11 June, 1886	The Hastings and The Macleay.
Kogarah	Municipal District ...	5·70	23 Dec., 1885	St. George.
Lambton	Municipal District ...	1·25	26 June, 1871	Waratah.
Lambton, New	Borough	4·00	27 Feb., 1891	Kahibah and Waratah.
Lane Cove	Borough	3·90	11 Feb., 1895	Willoughby.
Leichhardt	Borough	1·75	2 Jan., 1894	Leichhardt.
Lismore	Municipal District ...	21·97	5 Mar., 1879	Lismore.
Lithgow	Borough	6·55	4 June, 1889	Hartley.
Liverpool	Municipal District ...	32·20	10 Oct., 1892	Camden and Canterbury.
Maclean	Municipal District ...	1·85	29 Oct., 1889	The Clarence.
Maitland, East ... ... } Maitland, East Extension ... }	Borough	7·09 { 12 Mar., 1862 / 26 Oct., 1868		East Maitland.
Maitland, West ... ... } Maitland, West Extension ... }	Borough	15·44 { 17 Nov., 1863 / 26 Oct., 1868		West Maitland.
Manly	Municipal District ...	3·55	10 Jan., 1877	Warringah.
Marrickville	Borough	3·14	5 Nov., 1861	Marrickville and Newtown-St. Peters Division.
Marsfield	Municipal District ...	4·58	5 June, 1894	Ryde.
Merewether	Municipal District ...	1·74	27 Feb., 1891	Kahibah.
Mittagong	Municipal District ...	3·60	24 July, 1889	Bowral.
Mosman	Municipal District ...	49·50	30 Dec., 1890	Denilliquin.
Molong	Municipal District ...	25·00	13 Nov., 1878	Molong.
Moree	Municipal District ...	12·50	3 Dec., 1890	Moree.
Morpeth	Borough	1·04	4 Dec., 1865	East Maitland.
Moruya	Municipal District ...	19·00	17 Mar., 1891	Moruya.
Mosman	Borough	3·20	11 April, 1893	Warringah.
Moss Vale	Municipal District ...	28·50	14 Sept., 1888	Bowral.
Mudgee	Borough	1·17	22 Feb., 1860	Mudgee.
Mulgoa	Municipal District ...	29·50	26 July, 1893	The Nepean.
Murrumburrah	Borough	8·00	23 Feb., 1890	Boorowa.
Murrurundi	Municipal District ...	2·00	5 Mar., 1890	Robertson.
Muscleborook	Municipal District ...	1·75	13 April, 1870	Robertson.
Narrabri	Borough	4·00	5 Sept., 1883	Narrabri.
Narrabri West	Municipal District ...	2·28	28 Sept., 1895	Narrabri.
Narrandera	Borough	2·42	18 Mar., 1885	The Murrumbidgee.
Newcastle	Borough	1·65	14 Sept., 1885	Kahibah, Newcastle East, and Newcastle West.
Newtown	Borough	·69	28 Aug., 1865	Newtown-Camperdown Division, Newtown-Erskine Division, and Newtown-St. Peters Division.
Nowra	Municipal District ...	24·30	30 Dec., 1871	Shoalhaven.
Numba	Municipal District ...	12·50	26 Oct., 1868	Shoalhaven.
Nyngan	Municipal District ...	4·64	17 Feb., 1891	Cobar.
Orange	Borough	1·00	9 Jan., 1860	Orange.
Orange, East	Borough	1·07	4 April, 1888	Orange.
Paddington	Borough	·63	20 April, 1860	Paddington, Randwick, and Woollahra.
Parkes	Municipal District ...	15·75	1 Mar., 1883	Ashburnham.
Parramatta	Borough	3·40	20 April, 1893	Parramatta.
Peak Hill	Municipal District ...	29·00	7 Nov., 1884	Condoublin.
Penrith	Municipal District ...	13·56	26 July, 1893	The Nepean.
Petersham	Borough	1·19	25 April, 1879	Petersham.
Picton	Borough	3·62	15 Mar., 1895	Camden.

Municipality.	Class.	Area.	Gazetted.	Within Electorate of—
		sq. miles.		
Plattsburg	Borough	4·01	27 Dec., 1876	Wallsend.
Port Macquarie	Municipal District ...	5·50	15 Mar., 1887	The Hastings and The Macleay.
Prospect and Sherwood	Municipal District ...	12·00	5 July, 1872	Granville, Parramatta, & Sherbrooke
Queanbeyan	Borough	8·30	3 Feb., 1885	Queanbeyan.
Quirindi	Municipal District ...	2·34	29 Dec., 1890	Quirindi.
Randwick	Borough	12·50	18 Feb., 1889	Botany and Randwick.
Raymond Terrace	Municipal District ...	·60	7 July, 1884	Gloucester.
Redfern	Borough	·68	17 May, 1860	Darlington and Redfern.
Richmond	Borough	·62	18 June, 1872	The Hawkesbury.
Rockdale (formerly West Botany) ...	Municipal District ...	6·94	21 Dec., 1886	St. George.
Rookwood	Borough	8·40	10 Dec., 1891	Granville.
Ryde	Municipal District ...	11·11	5 June, 1894	Ryde.
Scone	Municipal District ...	1·24	26 April, 1888	Robertson.
Shellharbour	Borough	57·60	15 Jan., 1890	Kiama.
Shoalhaven, Central	Municipal District ...	22·50	8 Nov., 1878	Shoalhaven.
Silverton	Municipal District ...	41·00	22 Oct., 1886	Sturt.
Singleton	Borough	·47	30 Jan., 1866	Singleton.
Singleton, South	Municipal District ...	·50	10 Dec., 1884	Singleton.
Smithfield and Fairfield	Municipal District ...	12·00	11 Dec., 1888	Sherbrooke, Granville, & Parramatta
St. Marys	Municipal District ...	30·00	4 Mar., 1890	Nepean.
St. Peters	Municipal District ...	1·40	10 May, 1890	Newtown—St. Peters Division.
Stockton	Borough	1·20	14 Oct., 1889	Newcastle, East.
Strathfield	Municipal District ...	2·73	2 June, 1885	Canterbury.
Strathfield (Annex)			19 Feb., 1892	
Sydney	City	4·50	20 April, 1870	11 City Electorates, Paddington, and Randwick.
Sydney North	Borough	3·23	11 April, 1893	St. Leonards, Warringah, and Willoughby.
Tamworth	Borough	8·24	17 Mar., 1876	Tamworth.
Taree	Municipal District ...	·46	26 Mar., 1885	The Manning.
Temora	Borough	9·00	24 Dec., 1891	Young.
Tenterfield	Municipal District ...	46·00	23 Nov., 1871	Tenterfield.
Tumut	Municipal District ...	1·75	28 April, 1887	Tumut.
Ulladulla	Municipal District ...	44·00	14 April, 1874	Moruya.
Ulmarra	Municipal District ...	43·75	16 Nov., 1871	The Clarence.
Uralla	Municipal District ...	·50	24 April, 1882	Uralla-Walcha.
Vaucluse	Borough	1·20	1 April, 1895	Woollahra.
Wagga Wagga	Borough	9·00	15 Mar., 1870	Wagga Wagga.
Walcha	Municipal District ...	29·50	12 Mar., 1889	Uralla-Walcha.
Wallendbeen	Municipal District ...	99·00	23 May, 1892	Boorowa and Young.
Wallendbeen (Annex)			26 Sept., 1893	
Wallsend	Borough	5·01	27 Dec., 1876	Wallsend.
Waratah	Municipal District ...	4·44	24 Feb., 1871	Waratah.
Warren	Municipal District ...	22·80	24 April, 1895	Coonamble.
Waterloo	Borough	1·26	18 Feb., 1889	Botany and Waterloo.
Waverley	Borough	3·07	16 June, 1859	Randwick and Waverley.
Wellington	Municipal District ...	7·00	14 May, 1879	Wellington.
Wentworth	Municipal District ...	34·28	23 Jan., 1879	Wentworth.
Wickham	Municipal District ...	1·54	14 Sept., 1886	Wickham.
Wilcannia	Municipal District ...	21·00	6 Feb., 1883	Wilcannia.
Willoughby	Borough	8·26	11 Feb., 1895	Willoughby.
Windsor	Borough	1·90	6 Mar., 1871	The Hawkesbury.
Wingham	Municipal District ...	3·17	28 June, 1883	The Manning.
Wollongong	Borough	3·00	23 Feb., 1859	Illawarra.
Woollahra	Borough	2·97	1 April, 1895	Woollahra and Waverley.
Yass	Municipal District ...	45·00	13 Mar., 1873	Yass.
Young	Borough	5·30	3 Aug., 1882	Young.

Total, 182 Municipalities ... { 1 City ..... 4·50; 74 Boroughs ..... 725·42; 107 Municipal Districts 2,012·17 } 2,742·09 square miles.

MUNICIPALITIES WITHIN THE METROPOLITAN POLICE DISTRICT.

Municipality.	Gazetted.	Area.	Municipality.	Gazetted.	Area.
		sq. miles.			sq. miles.
Alexandria	10 May, 1890 ...	1·60	Manly	10 Jan., 1877 ...	3·55
Annandale	2 Jan., 1894 ...	·52	Marrickville	5 Nov., 1861 ...	2·56
Ashfield	7 April, 1893 ...	3·20	Mosman	11 April, 1893 ...	3·20
Balmain	22 Feb., 1860 ...	·90	Newtown	28 Aug., 1865 ...	·69
Bankstown	9 Sept., 1895 ...	29·52	Paddington	20 April, 1860 ...	·63
Botany	4 April, 1888 ...	3·38	Petersham	25 April, 1879 ...	1·19
Botany, North...	4 April, 1888 ...	3·40	Randwick	18 Feb., 1889 ...	12·50
Burwood	27 Mar., 1874 ...	1·64	Redfern	17 May, 1860 ...	·68
Camperdown	21 Feb., 1870 ...	·68	Rockdale (late West Botany)	21 Dec., 1886 ...	6·94
Canterbury	18 Mar., 1879 ...	11·10	Strathfield	2 June, 1885 }	2·73
Concord	11 Aug., 1883 ...	4·00	Strathfield (Annex)	19 Feb., 1892 }	
Darlington	16 Aug., 1864 ...	·04	St. Peters	10 May, 1890 ...	1·40
Drummoyne	18 Jan., 1890 ...	·80	Sydney	20 April, 1870 ...	4·50
Enfield	10 April, 1893 ...	2·65	*Sydney North	11 April, 1893 ...	3·23
Erskineville	29 Dec., 1887 ...	·26	Vaucluse	1 April, 1895 ...	1·20
Five Dock	18 Jan., 1890 ...	1·55	Warren	24 April, 1895 ...	22·80
Glebe	3 Aug., 1859 ...	·72	Waterloo	18 Feb., 1889 ...	1·26
Hurstville	5 April, 1893 }	13·10	Waverley	16 June, 1859 ...	3·07
Hurstville (Annex)	12 July, 1895 }		Willoughby	25 Oct., 1865 ...	16·66
Kogarah	23 Dec., 1885 ...	5·70	Woollahra	20 April, 1860 ...	3·68
Leichhardt	2 Jan., 1894 ...	1·76			

* St. Leonards, St. Leonards East, and Victoria, united as North Sydney.

AREAS

AREAS incorporated in each year under the Act of 1867:—

Year.	Boroughs.						Municipal Districts.						Area not previously incorporated
	Constituted.		Annexations to.		Separations constituted Boroughs.		Constituted.		Annexations to.		Separations constituted Municipal Districts.		
	No.	Area.	No.	Area.	No.	Area.	No.	Area.	No.	Area.	No.	Area.	
		sq. miles.		sq. miles.		sq. miles.		sq. miles.		sq. miles.		sq. miles.	sq. miles.
1868 ...	...	...	2	17·10	1	1·40	4	108·21	...	...	...	...	125·31
1869 ...	...	...	...	...	...	...	...	...	...	...	...	...	...
1870 ...	1	9·00	1	·07	...	...	3	65·25	...	...	...	...	74·32
1871 ...	3	5·77	...	...	1	·33	12	174·15	...	...	2	61·50	179·92
1872 ...	1	·62	...	...	...	...	7	196·41	...	...	...	...	197·03
1873 ...	1	1·70	...	...	...	...	1	45·00	...	...	...	...	46·70
1874 ...	2	10·64	...	...	...	...	1	44·00	...	...	...	...	54·64
1875 ...	...	...	...	...	...	...	...	...	...	...	...	...	...
1876 ...	1	8·24	...	...	1	4·01	1	32·00	...	...	...	...	40·24
1877 ...	...	...	...	...	...	...	1	3·55	...	...	...	...	3·55
1878 ...	...	...	...	...	...	...	4	92·17	...	...	...	...	92·17
1879 ...	...	...	1	·42	...	...	5	101·95	...	...	...	...	102·37
1880 ...	...	...	...	...	...	...	2	57·10	...	...	...	...	57·10
1881 ...	...	...	...	...	...	...	...	...	...	...	...	...	...
1882 ...	1	5·30	...	...	...	...	4	98·25	...	...	...	...	103·55
1883 ...	1	4·00	...	...	...	...	6	53·89	...	...	...	...	57·89
1884 ...	1	9·50	...	...	...	...	3	45·10	...	...	...	...	54·60
1885 ...	3	15·74	...	...	...	...	5	18·21	...	...	...	...	33·95
1886 ...	3	17·82	...	...	...	...	3	44·87	1	1·99	...	...	64·68
1887 ...	...	...	...	...	...	...	5	20·73	...	...	...	...	20·73
1888 ...	4	15·72	...	...	...	...	6	151·74	...	...	...	...	168·46
1889 ...	5	20·52	...	...	...	...	8	117·92	...	...	...	...	138·44
1890 ...	2	10·03	1	·54	2	4·18	8	187·84	1	2·68	...	...	211·09
1891 ...	2	17·40	1	1·25	...	...	4	36·64	...	...	1	3·20	55·29
1892 ...	1	3·20	...	...	...	...	1	50·00	1	·73	1	11·30	53·93
1893 ...	...	...	...	...	1	3·20	1	4·22	1	49·00	1	29·50	53·22
1894 ...	...	...	...	...	1	·52	2	31·33	...	...	1	4·58	31·33
1895 ...	1	3·62	...	...	2	5·10	4	102·14	1	1·60	...	...	107·36
	33	159·82	6	19·38	9	18·74	101	1882·67	5	56·00	6	110·08	2127·87

Sydney: Charles Potter, Government Printer.—1895.

[3d.]

1895.

LEGISLATIVE ASSEMBLY.

NEW SOUTH WALES.

MUNICIPALITIES.

(RETURN SHOWING AREA INCORPORATED UNDER THE MUNICIPALITIES ACT OF 1858, INCLUDING THE CITY OF SYDNEY, AND THE AREAS INCORPORATED EACH YEAR TO 1ST DECEMBER, 1895, UNDER THE MUNICIPALITIES ACT OF 1867.)

Ordered by the Legislative Assembly to be printed, 19 *December*, 1895.

RETURN showing area incorporated under the Municipalities Act of 1858, including the City of Sydney, and the areas incorporated each year to the 1st December, 1895, under the Municipalities Act of 1867.

Area incorporated under Act of 1858, including Sydney, 556·63 square miles.

Areas incorporated for each year under Act of 1867 :—

Year.	Area.	Year.	Area.
1868	125·31 sq. miles.	1882	103·55 sq. miles.
1869	Nil.	1883	57·89 "
1870	62·36 sq. miles.	1884	54·60 "
1871	240·47 "	1885	29·79 "
1872	210·53 "	1886	66·08 "
1873	46·70 "	1887	20·73 "
1874	54·66 "	1888	168·46 "
1875	Nil.	1889	139·94 "
1876	40·24 sq. miles.	1890	201·09 "
1877	3·55 "	1891	55·29 "
1878	92·17 "	1892	53·93 "
1879	102·29 "	1893	53·22 "
1880	57·10 "	1894	31·33 "
1881	Nil.	1895, to 1st Dec.	107·36 "

1895.

NEW SOUTH WALES.

FIFTEENTH ANNUAL REPORT

OF THE

DEPARTMENT OF LANDS,

BEING FOR THE YEAR

1894.

Printed in accordance with Resolutions of both Houses of Parliament.

SYDNEY: CHARLES POTTER, GOVERNMENT PRINTER.

1895.

[5s.] 18—a

[1,130 copies—Approximate Cost of Printing (labour and material), £270 16s. 8d.]

TABLE OF CONTENTS.

	Schedule	Page
Annual Leases—		
number, area, &c., of applications received, granted, &c., during 1894	55	62
,, ,, of leases offered by auction and sold	56	63
,, ,, notified as cancelled or lapsed	57	63
,, ,, current on 31st December, 1894	58	63
Artesian Wells—		
applications received and area reserved during 1894	59	64
Area of the Colony—		
estimate of same	76	79
Auction Sales—		
particulars of land sold during 1894	28	46
,, as to towns or villages in which land was sold during 1894	29	49
deposits and instalments forfeited during 1894	30	51
Chief Surveyor's Report	.....	86
Conditional Purchases—		
number, area, &c., of applications received during 1894	8, 9	20, 22
aggregate number, area, &c., of applications received from 1862 to 1894, inclusive	10	23
number, area, &c., of applications confirmed and disallowed during 1894	11	24
,, of certificates issued during 1894	13	34
,, of transfers received and dealt with during 1894	14	34
,, ,, intimated to the Treasury during 1894	15	34
,, area, &c., declared forfeited for non-fulfilment of conditions	16	35
,, ,, ,, ,, non-payment of interest, &c.	17	37
,, area of conditional purchases validated	18	39
increase and decrease of areas of conditional purchases	19	39
cancellations since December, 1885, on account of land being auriferous	27	45
number and area in existence on 31st December, 1894	20	40
Conditional Leases—		
number, area, &c., of applications received during 1894	21	41
,, ,, confirmed and disallowed during 1894	22	42
,, leases transferred during 1894	23	43
,, ,, notified as forfeited during 1894	24	44
,, ,, partly or wholly converted under section 25, Act of 1889	25	44
,, ,, gazetted during 1894, and of those in existence on 31st December, 1894	26	44
cancellations since December, 1885, on account of land being auriferous	27	45
Dedications for Public Purposes—		
area dedicated during 1894	67	72
Deeds of Grant—		
number, area, and nature of deeds of grant prepared during 1894	35	55
Exchanges of Land—		
applications received, disposed of, and outstanding on 31st December, 1894	34	54
Homestead Leases—		
number and area of applications received during 1894	42	56
,, ,, ,, granted, refused, and withdrawn during 1894	43	57
,, of transfers completed and outstanding	44	57
,, area, &c., of leases forfeited and not accepted during 1894	45	57
,, ,, in existence on 31st December, 1894	46	57
Inspectors of Conditional Purchases—		
instructions issued and reports received during 1894	71	75
Improvement Purchases—		
applications received and land alienated, under section 46, C. L. Act of 1884, during 1894	31	52
,, ,, ,, under 2nd clause of Act of 1875, during 1894	32	52
Inferior Lands—		
number, area, and rent of leases current on 31st December, 1894	52	61
Land Boards—		
number of meetings and cases dealt with during 1894	70	73
letters received at and despatched from Land Board Offices during 1894	75	79
Letters Registered and Despatched—		
letters, &c., registered at Head Office during 1893 and 1894	73	78
,, despatched from Head Office during 1893 and 1894	74	79
Measurements—		
cost of measurements by licensed surveyors in 1894	77	80
,, ,, salaried surveyors in 1894	78	82
synopsis of cost of measurements from 1885 to 1894	79	84
Newcastle Pasturage Reserve Act—		
particulars of transactions under the Act	61	64
Occupation Licenses—		
number, area, and rent of licenses current during 1894	36	55
amount refunded on account of land withdrawn	37	55
transfers completed during 1894	38	55
number and area of licenses offered for sale and sold during 1894	39	56
license fees appraised and gazetted during 1894	40	56
number of licenses not renewed for 1894	41	56
Pastoral Leases—		
number, area, and rent of leases current during 1894	36	55
amount refunded on account of land withdrawn	37	55
transfers completed during 1894	38	55
number forfeited during 1894	41	56
Permissive Occupancies—		
number, area, and rent of permissive occupancies current on 31st December, 1894	60	64
Reserves—		
from sale notified during 1894	63	66
from sale revoked during 1894	64	68
from lease, &c., notified during 1894	65	70
from lease, &c., revoked during 1894	66	71

	Schedule.	Page.
RESUMPTIONS—		
particulars of land resumed during 1894 ...	62	65
RINGBARKING APPLICATIONS—		
particulars of applications received during 1894	72	78
RESIDENTIAL LEASES—		
particulars of applications received during 1894, leases granted, forfeited and current	53	61
REVENUE AND EXPENDITURE—		
revenue and receipts for 1894	1	17
expenditure for all services during 1894	2	17
comparative statement of expenditure in 1893 and 1894	3	18
salaries paid in 1894	4	18
strength of staff, 31st December, 1893 and 1894	5	19
travelling expenses, &c., Land Board meetings, 1894	6	19
percentage of expenditure to revenue 1876 to 1894	7	20
SCRUB LEASES—		
particulars of applications received, leases granted, current, &c.	51	60
SNOW LEASES—		
number, area, and rent of leases current on 31st December, 1894	54	61
SPECIAL AREAS—		
particulars relating to special areas from 1st January, 1885, to 31st December, 1894	12	29
return of special areas proclaimed during 1894	68	72
SPECIAL LEASES—		
particulars of applications received and granted during 1894	47	58
number, area, and rent of leases forfeited during 1894	48	59
number, area, and rent of leases which terminated on 31st December, 1894	49	59
number, area, and rent of leases current on 31st December, 1894	50	59
SPECIAL PURCHASES—		
applications received and land alienated during 1894	33	53
TRESPASSES ON CROWN LANDS—		
particulars as to trespasses reported and action taken thereon during 1894	69	73
TRIGONOMETRICAL SURVEY, &c.	.....	92

1895.

NEW SOUTH WALES.

DEPARTMENT OF LANDS.

(FIFTEENTH ANNUAL REPORT.)

Printed in accordance with Resolutions of both Houses of Parliament.

To The Hon. J. H. Carruthers, Esq., M.P., Secretary for Lands.

Sir, Department of Lands, Sydney, , 1895.

I have the honor to submit, for your information, the Fifteenth Annual Report of the Department, which relates to the business of the year 1894.

The Report is presented much later than usual owing to special attention having been devoted to important work connected with the Crown Lands Act of 1895.

The introduction of that measure was the most important feature in the transactions of the year, and the fact of its having so speedily found a place on the Statute Book is a matter for sincere congratulation. Any special reference to that Act will not be looked for in the present Report, the transactions mentioned in which are confined to the year under review, but in the Report for the current year the opportunity will present itself of referring to its actual operation.

Judicial Decisions.

During the year the following cases came before the Supreme Court involving in some instances points of considerable importance as regards the administration of the Land Acts.

Ex parte Peter Caulfield—This case arose out of a complaint lodged by one Lawrence Cox, questioning the *bona fides* of an application for a conditional purchase made by Caulfield. The only point of importance was that raised as to whether a complaint of that nature could be made and dealt with *prior* to the confirmation of the conditional purchase, and this the Supreme Court decided in the affirmative in view of sub-section v, section 14, Crown Lands Act of 1884.

Re the Minister for Lands and the Crown Lands Acts of 1884 and 1889—In this case the Land Appeal Court had decided that, notwithstanding a conditional purchase might have been liable to forfeiture under sections 26 and 135 of the Crown Lands Act of 1884, owing to false statements having been made in the applicant's declaration, the innocent purchaser at a Sheriff's sale was not liable to have the forfeiture incurred by the original applicant enforced against him. A case having been stated for the Supreme Court at the instance of the Minister, it was held by that court that the decision of the Land Appeal Court was right.

Re the Minister for Lands and the Crown Lands Acts of 1884 and 1889—This case had relation to riparian rights generally and in particular to the effect which the diversion of the Nepean River from its original channel had as regards the ownership of the land formerly occupied by that river.

The

The Land Appeal Court in connection with an application by G. C. Waldron for a special lease of Crown Lands under section 90 of the Crown Lands Act of 1884 decided that the land in question was not Crown Land; but subsequently, at the request of the Minister for Lands, stated a case for the opinion of the Full Court. The Chief Justice in the course of his remarks was inclined to think that the land was Crown land, and that there was nothing to prevent the Crown from bringing a writ of intrusion, but as the points submitted were apparently of an academic nature, and any decision the Court might give would have no practical effect, he declined to give any decision upon them.

Re T. H. Mate and Co. (William Thompson, respondent)—This was a matter arising out of the provisions of the Rabbit Act of 1890, section 20, under which a claim for contribution towards the erection and maintenance of a rabbit-proof fence was made by Thompson upon Messrs. Mate and Co., whose property (on the boundary of which a six-wire fence had already been erected) was separated by a road 2 chains wide from that of Thompson. The Local Land Board and the Land Appeal Court had successively held that Messrs. Mate and Co. were liable for the contribution claimed, and that view was upheld by the Supreme Court.

Re Q. M'Q. M'Haffie and the Crown Lands Acts of 1884 and 1889—The chief point at issue in this case was the interpretation to be placed on the words "external boundaries of a pastoral lease" as used in the 32nd section of the Crown Lands Act of 1889 in so far as such interpretation might affect the reversion or addition of certain lands to pastoral leaseholds. The view which had previously obtained in the Department was that, except as regards the dividing line of the holding, which was duly determined by notification in the *Gazette*, those external boundaries were defined by and agreed with the boundaries of the old runs in existence prior to the creation of leasehold areas under the Crown Lands Act of 1884, and that therefore land within and adjoining any such boundary which had been barred from pastoral lease by reason of its being held under conditional purchase, converted pre-lease, or annual lease, or reserved from lease at the date of the division of the Holding, would, upon forfeiture of the purchase, or lease, or revocation of the reserve, become available for and be added to such pastoral lease under the provisions of the section above named. M'Haffie had made an application for the conditional purchase of land thus situated, which application was in due course disallowed by the Local Land Board, and a subsequent appeal to the Land Appeal Court against the Board's decision was dismissed, the view taken being, mainly, that above quoted.

The Supreme Court, however, held, when the matter came before them, on the special case stated by the Land Appeal Court, that though the land in question was within the external boundaries of the original run out of which the Leasehold Area was carved, still, that having regard to its exact topographical position and the circumstances that happened, it was never within the external boundaries of the pastoral lease, and, therefore, that in this case the provisions of section 32 did not apply. The decision of the Land Appeal Court was therefore reversed.

It may be here pointed out that, in Section 45 of the Crown Lands Act of 1895, which has a retrospective effect, will be found a more explicit definition of the external boundaries of a pastoral lease.

Re Goldsbrough, Mort & Co. and the Crown Lands Act of 1889—The point at issue was whether the ownership of improvements on a certain lapsed improvement purchase was in the Crown or in the lessee of the pastoral holding.

The Local Land Board had directed the applicant for a homestead lease, one W. A. Jeffery, to pay to the Crown the value of certain improvements on a lapsed improvement purchase, which formed part of the land applied for under homestead lease, and the Land Appeal Court holding that it was bound by its former ruling in Burcher *v.* Ridley (L.C.C. 1, p. 122), sustained the Local Land Board's direction. The Supreme Court, on the special case submitted by the Land Appeal Court, concurred in this view, and held that the improvement purchase was notified in the *Gazette*, and that, in consequence, the provisions of section 44, Crown Lands Act of 1884, became applicable.

Re

Re The Minister for Lands and the Crown Lands Act of 1889—This case arose through an application by Messrs. W. and O. Friend for an additional conditional purchase of certain lands within a special area, proclaimed under the 18th section of the Crown Lands Act of 1889, and embracing part of the population area of the town of Binalong. The proclamation required that five years' residence should be performed upon any original or additional conditional purchases taken up within the special area, and the question for decision was, whether the Governor was empowered by the 18th section of the Crown Lands Act of 1889 to impose a condition of residence upon an additional conditional purchaser, so that his residence on the original conditional purchase should not avail him on the additional conditional purchase.

The Local Land Board had referred the matter to the Land Appeal Court, and had been directed that, that so far as the proclamation purported to annex to additional conditional purchases any term of residence, it was *ultra vires* and illegal.

The Supreme Court, however, on the special case stated by the Land Appeal Court at the instance of the Minister, reversed this decision, holding that the Governor had the power to impose such conditions.

Re the application of the English, Scottish, and Australian Bank for an extension of the pastoral lease of Tala, and the Crown Lands Acts of 1884 and 1889—This was a matter relating to the extension of the term of pastoral leases under the provisions of section 43 of the Crown Lands Act of 1889.

On the 10th February, 1893, a notification was published in the *Government Gazette* stating that in pursuance of the provisions of section 78 sub-section IV of the Crown Lands Act of 1884, no extension of the pastoral leases, as specified in an attached Schedule, would be granted, amongst these being the pastoral lease of Tala, which had been duly brought under the Crown Lands Act of 1889 by virtue of the provisions of section 29 of that Act. The main question at issue was whether the notification of the 10th February aforesaid, operated to prevent the provision of section 43 abovementioned from applying to those pastoral leases which had been brought under the Crown Lands Act of 1889. The Land Appeal Court had previously decided this question in the negative, and the Supreme Court, on the special case stated by the Land Appeal Court, held that the decision of the Land Court was right.

Re Ida F. Flood and the Crown Lands Act of 1884 and 1889—This matter arose out of the forfeiture of a certain conditional purchase and conditional lease, the subsequent provisional reversal of that forfeiture, and finally the revocation of that provisional reversal. Contingent also upon such action the effect of the provisions of the 2nd sub-section of section 3 of the Crown Lands Act Amendment Act of 1891, which provides *inter alia* "that in any case where such provisional reversal shall afterwards be revoked such revocation shall have the same effect as if the provisional reversal so revoked had never been made," was called into question. The facts of the case are briefly as follows:—An application by Isabella Cambridge for certain lands made prior to the revocation of a provisional reversal of forfeiture had been confirmed subsequent to such revocation, and an application by Ida F. Flood for the same lands made subsequent to such revocation had been disallowed by the Local Land Board. Consequent upon this action Ida F. Flood appealed to the Land Appeal Court, the appeal, however, was dismissed; but, upon the matter coming before the Supreme Court, on the the special case stated by the Land Appeal Court, it was held that at the time Isabella Cambridge applied for the land it was not Crown Land, and was, therefore, not open to selection under the Act of 1884, and that, consequently, the confirmation of Isabella Cambridge's application was erroneous.

Re Watt and Gilchrist, and the Crown Lands Act of 1889; Genanagie Pastoral Lease.

This case had reference to the extension of the term of pastoral leases under the provisions of section 43 of the Crown Lands Act of 1889, and the improvements upon which such extensions were to be based. The contention put forward on behalf of the Minister before the Land Appeal Court was practically that only such improvements as might have been constructed on Crown Lands under pastoral lease since the

1st

1st of December, 1889 (the date of the commencement of the Crown Lands Act of 1889) could be taken into consideration in determining the terms of the extensions of pastoral leases.

The Land Appeal Court overruled this contention, holding that improvements effected before the 1st December, 1889, as well as improvements effected before the notification of leasehold areas under the Act of 1884, were equally within the purview of section 43, and should, therefore, be taken into consideration in determining such terms of extension.

The Supreme Court, on the special case stated by the Land Appeal Court, upheld the decision of that Court, and overruled the contention raised on behalf of the Minister for Lands.

Rabbit Branch.

During the year 1894 nothing further has been done in the way of erecting at the public expense rabbit-proof barrier fences, but the fence extending along the western boundary of the Colony has been subjected to inspection on various occasions, with the result that it has been found on the whole to have been well attended to by the occupants of the land abutting upon it.

The eastern barrier fence which follows the railway reserve from Bourke to Corowa is attended to by the employees of the Railway Commissioners, and the information available goes to show that it is in good repair, and answers the purpose for which it was erected.

The fence along the northern boundary of the Colony erected by and at the expense of the Queensland Government has, it would appear from the reports received from time to time from officers in the locality, checked to a considerable extent the influx of rabbits into the Colony of Queensland.

It is apparent that the owners and occupiers of infested lands are still resorting to the use of wire-netting fences as one of the means to check the spread of the rabbit pest; and the information supplied by certain inspectors during the year shows that about 1,400 miles of fencing of this description are known to have been erected in addition to the thousands of miles previously erected, and shown on the map accompanying this report. It must also be borne in mind that this is merely the quantity which the official reports indicate as having been erected, and there can be no question that more has been done of which this Department has as yet no accurate information.

The area of what may be termed the rabbit-infested country has unfortunately not decreased during the past year. Much good is no doubt done at various times when the seasons present conditions favorable for the destruction of rabbits, and of late it would seem that the greatest success attending operations of this character has been brought about by the use of phosphorised pollard.

Under sub-section II of section 20 of the Rabbit Act persons desiring to obtain contributions to the cost of erecting rabbit-proof fences following boundaries common to public and private lands must apply for the consent of the Minister before entering upon such a work, and during the year 1894 seven such applications were lodged and dealt with in a manner that seemed best suited to the public interest.

Persons desiring to keep live rabbits in their possession must be the holders of licenses from the Minister for Lands, and during the year two such licenses were issued. Mr. J. McGarvie Smith, who held a similar license in the year 1893, continues to be the holder of a permit to keep twenty live rabbits in confinement at his residence, Denison-street, Woollahra, the object being of a purely scientific nature and quite distinct from the question of the destruction of the pest. Mr. John Bridge also obtained a permit to keep a number of live rabbits for a limited period, but the authority was not availed of.

Animals Infectious Diseases Act.

The Animals Infectious Diseases Act still continues in force, but its provisions have been called into operation to a very limited extent, and then merely to allow of certain scientific experiments being carried out, and to permit of the manufacture of the vaccine of anthrax.

Licenses

Licenses in accordance with the 6th and 7th sections of the Act were issued in twelve instances.

Labour Settlements.

Operations in connection with the establishment of labour settlements were not developed to any additional extent during the year 1894, as in view of the Act partaking to some extent of an experimental character it was thought advisable to restrict operations with the object of proving the practicability or otherwise of successfully continuing the settlements hereafter referred to.

Pitt Town Settlement.—In January, 1894, the population of this place amounted to 408, consisting of 90 men, 83 women, and 235 children, whilst the numbers in December were 92 men, 84 women, and 275 children, or a total population of 451 persons.

The money advanced for the development of this settlement amounted at the end of the year to £5,450, whilst the value of the improvements effected was at the end of October estimated at £4,655, exclusive of the value attached to certain growing crops.

The total amount of revenue derived from the various works carried out on the settlement amounted in the year to £472 10s. 2d., and this sum was obtained as payment of contract for road making, and from the sale of firewood, which is almost the only reproductive industry in operation. The lease proposed to be granted under the Labour Settlements Act to the Board of Control takes effect from the 20th November, 1894, the rental which is fixed at £53 16s. 6d. per annum does not, however, become payable until after the expiration of four years from that date, when in addition provision will have to be made for the payment of a portion of the money advanced by way of loan.

The Wilberforce Labour Settlement, which contains an area of 1,630 acres, consisted in January, 1894, of 37 enrolled members, the total population being 133, and at the end of the year the number had been reduced to 32 members, and the total population to 117. The yearly rental payable by the Board for the land was fixed at £40 15s., and the lease which is for a period of 28 years took effect from the 20th November, 1894.

The system of co-operation under which this settlement was started was, with the approval of the Board of Control, abandoned by the settlers, and the land having been subdivided was parcelled out among them. An apportionment of the movable chattels and the working plant was also effected in order to give effect to this scheme, which from the information at present available appears to be working fairly well.

The sum of £1,450 had at the end of the year been advanced to the Board of Control by way of loan, whilst the result of inspection made on behalf of the Department show that the improvements upon the land together with the live stock and working plant are valued at £1,436 5s.

Bega Settlement, which contains an area of 1,360 acres of land, originally consisted of 20 members, but has now been reduced to 14, on account of whom the Board of Control has been advanced the sum of £700, and this together with the fees received for the agistment of Stock has sufficed for the maintenance of the settlement.

An inspection made in October last shows that the land has been surrounded by a post and wire fence, and that each man is the occupant of a comfortable dwelling-place. The improvements are estimated to be of a value in excess of £800, and the total population on the place is 77.

Land Appeal Court.

During the year 1894, the Court heard and disposed of 649 cases, comprising 319 appeals, 300 references, and 30 motions. Of these cases 284 were heard and disposed of in Sydney and 365 at the various sittings in the country. The Court held sittings in Sydney on 10 different occasions and in the country as follows:—Armidale, 1; Dubbo, 2; Forbes, 1; Hay, 3; Moree, 1; Narrabri, 1; Tamworth, 2; Wagga Wagga, 3. In 15 instances the Court was asked to state a special case for the decision of the Supreme Court, 4 of which were afterwards withdrawn, and 11 proceeded with. Of these the Supreme Court confirmed the Land Appeal Court's ruling in 6 cases and reversed it in 3 cases; the remaining 2 are still pending.

Expenditure,

Expenditure, 1894.

The total expenditure for all services in 1894 amounts to £336,835 19s. 2d., showing a decrease as compared with the year 1893 of £24,695 11s. 9d. Comparing it with the expenditure in 1886 (the year just prior to the reorganisation of the Department), £555,873 5s. 10d., the decrease amounts to the substantial sum of £219,037 6s. 8d.

Expenditure for salaries in the year amounted to £175,562, showing a reduction on that for 1893 of £2,103, and on the 1886 expenditure of £85,639, the latter being due mainly to the Departmental inquiries carried out in 1887 and 1889.

A comparison of the figures under each head of service is shown on Schedule II. An item appearing there for the first time, viz., Fees for Reports on Improvements on Leasehold Areas, £2,884 10s. 10d., it is pointed out, was met from the deposits lodged at the Treasury by applicants for extension of their leases under Section 43 of the Crown Lands Act of 1889. The increase shown under Minor Roads, £1,535 5s. 7d., is largely due to a decision of the Land Appeal Court, that, under the Crown Lands Act of 1889, the Crown is liable to pay compensation for severance where land is resumed for a road, and under the existing laws there is likely to be increased expenditure each year.

The expenditure in 1894 for the services of the year only was £319,407 5s. 6d., while the estimated amount of unpaid claims on the 31st December was £15,000, so that the total for the services of the year will probably amount to £334,000 in round numbers. Included in these figures is an amount of £15,830, representing advertising expenses, stamp duties, &c., paid from Treasury votes, and not from the appropriations of the Department, and also the sum of £9,006, paid from the votes of 1893 and previous years. Deducting these two amounts, £24,836, the estimated net expenditure from the votes of the Department is £309,164. The amount voted for the year is £379,164, and therefore the estimated saving in connection therewith is £70,000.

With reference to the salaries of Crown Lands Agents and assistants, 30 were paid wholly by this Department, 48 were paid jointly by this Department and the Departments of Justice and Mines and Agriculture, while 21 received no remuneration whatever from this Department.

The number of accounts registered during the year was 11,191, and the separate payments made on account of them amounted to 20,768.

Schedules I to VII show respectively Expenditure for all Services during 1894, Comparative Statement of Expenditure in 1893 and 1894 respectively, Salaries paid in the year 1894, Revenue and Receipts for 1894, Travelling Expenses and Fees paid in connection with Local Land Board Meetings during the year 1894, Strength of the Staff and the Annual Salaries paid on the 31st December, 1893 and 1894 respectively, Expenses of the Land Appeal Court paid in 1894, and Statement of Revenue and Expenditure for the years 1886 to 1894 inclusive, showing the percentage of the latter to Revenue.

Auction Sales.

Town Lands.—The lots offered during the year amounted to 2,805, comprising 1,192 acres 2 roods 25$\frac{5}{8}$ perches, and of these 806 were sold, the area being 335 acres 2 roods 22$\frac{1}{4}$ perches, and the amount realised, £10,599 17s. 9d., or an average of £31 11s. 7$\frac{3}{4}$d. per acre.

Suburban Lands.—1,299 lots were offered during the year, embracing an area of 5,659 acres 2 roods 11$\frac{3}{4}$ perches. Those sold amounted to 404, and the area of these and the price realised were respectively 1,485 acres 30$\frac{3}{4}$ perches and £8,519 16s. 2d., or an average per acre of £5 14s. 8$\frac{3}{4}$d.

Country Lands.—In the case of these lands, the lots offered during the year amounted to 1885, comprising 102,563 acres 3 roods 4$\frac{3}{4}$ perches. The number sold and the area embraced by them were respectively 699 and 42,973 acres 1 rood 5$\frac{1}{2}$ perches. The amount realised was £86,042 7s., the average price per acre thus being £2 0s. 0$\frac{1}{2}$d.

Taking the totals presented above, it will be seen that the lots offered amounted to 5,989, and the area to 109,416 acres 2$\frac{1}{3}$ perches, while those sold reached a total of 1,909, comprising an area of 44,794 acres 18$\frac{1}{2}$ perches, and the amount thus realised was £105,162 0s. 11d.

The

The following Schedule admits of a ready comparison between the transactions under this class of sales for the years 1893 and 1894:—

	Year.	No. of lots offered.	Area offered.	No. of lots sold.	Area sold.	Amount realised.	Average price per acre.
			a. r. p.		a. r. p.	£ s. d.	£ s. d.
Town ...	1893	6,959	2,786 1 21$\frac{6}{8}$	2,238	912 1 9$\frac{1}{2}$	28,062 19 11	30 15 2
	1894	2,805	1,192 2 25$\frac{4}{8}$	806	335 2 22$\frac{1}{4}$	10,599 17 9	31 11 7$\frac{3}{4}$
Suburban ...	1893	2,650	14,302 3 1$\frac{3}{4}$	861	3,342 2 7	20,391 1 3	6 2 0
	1894	1,299	5,659 2 11$\frac{3}{4}$	404	1,485 0 30$\frac{3}{4}$	8,519 16 2	5 14 8$\frac{3}{4}$
Country ...	1893	3,805	376,660 0 28$\frac{1}{4}$	1,019	91,963 3 18$\frac{3}{8}$	174,923 4 8	1 18 0
	1894	1,885	102,563 3 4$\frac{3}{4}$	699	42,973 1 5$\frac{1}{2}$	86,042 7 0	2 0 0$\frac{1}{2}$

In connection with this Schedule it may be pointed out that, although there is a considerable reduction in the area sold and in the amount realised during 1894, as compared with similar transactions in 1893, still the area offered for sale was also proportionately less. In fact, taking the sales of country lands, it will be seen that about 42 per cent. of the land offered in 1894 was sold, as compared with 24 per cent. in 1893. The average price per acre in the respective classes has also been, on the whole, maintained.

Full particulars as to the localities in which sales by auction have taken place, together with other details, will be found in Schedules XXVIII and XXIX.

During the year 557 lots, representing an area of 1,156 acres 2 roods 32$\frac{1}{60}$ perches, were forfeited, consequent upon the non-payment of the balance of purchase money within the required time; and the sum of £4,032 9s. 4d., which had been paid as deposits, was, therefore, forfeited to the Crown. Fuller details in connection therewith will be found in Schedule XXX. The sum of £1,304 6s. 7d., representing the value of improvements added to the upset price of certain portions, was refunded to persons whose claims to consideration had been admitted by the Crown, and various other sums, amounting to £291 14s., which had been paid in excess, were also authorised for refund.

Conditional Purchases.

The applications received during 1894 amounted to 2,617, comprising an area of 414,355 acres 10$\frac{3}{4}$ perches, as compared with a total of 3,393 made during 1893, for an area of 533,805 acres 2 roods 4 perches. The subjoined schedule shows that since 1890 there has been a consistent yearly decrease which is probably attributable in some degree to the fact that the best lands have been gradually absorbed, and in addition the prospect of new legislation and of fresh areas being thrown open has also doubtless had a tendency to restrict selection. The applications received during 1894 comprised 1,462 for original conditional purchases, 1,099 for additional conditional purchases, and 56 for non-residential conditional purchases. Taking these applications according to the division of the Colony, the following results are obtained:—Eastern: 1,891 applications for 197,255 acres 3 roods 37$\frac{3}{4}$ perches; Central: 724 applications for 216,523 acres 13 perches; and Western 2 applications for 576 acres. (Schedules VIII, IX, and X.)

Year.	Section 28.			Section 42.			Section 47.			Special Areas.			Total.		
	No.	Area.	Deposit.	No.	Area.	Deposit.	No.	Area.	Deposit.	No.	Area.	Deposit.	No.	Area.	Deposit.
		a. r. p.	£ s. d.		a. r. p.	£ s. d.		a. r. p.	£ s. d.		a. r. p.	£ s. d.		a. r. p.	£ s. d.
1885	2430	772,718 3 0	77,572 17 0	2039	344,053 3 20	34,405 10 4	302	47,806 3 0	9,251 1 0	6	742 0 0	140 8 0	5377	1,165,351 1 20	121,069 16 4
1886	2660	673,539 2 29	57,954 0 1	2987	330,279 2 2	33,028 0 4	355	43,686 2 37	8,550 5 0	78	9,690 2 0	2,121 17 0	6080	963,196 2 27	101,704 2 11
1887	2300	629,628 2 14	52,962 17 6	2165	231,912 2 5	23,191 5 3	186	20,073 3 12	4,014 16 0	56	11,339 1 0	2,501 12 3	4709	793,004 0 31	82,670 10 11
1888	2474	660,109 3 23	56,010 19 11	2334	247,639 0 16	24,763 18 4	283	26,159 0 22	5,227 17 0	273	31,311 0 17	7,165 9 0	5364	965,100 0 38	93,178 4 3
1889	2722	633,213 0 0	53,321 3 0	2684	283,215 0 20	28,320 15 3	271	26,060 3 0	5,532 3 0	528	60,070 2 20	12,680 5 0	6205	903,150 2 9	99,854 6 3
1890	3252	870,056 3	87,907 18 8	4064	600,839 2 16	60,129 2 2	290	38,163 1 23	5,635 10 0	980	305,616 1 28	40,316 1 4	8526	1,713,577 1 0	193,978 12 8
1891	2243	590,570 1 30	56,056 10 5	2541	430,060 3 38	43,007 11 5	127	12,867 0 13	2,571 9 11	1248	273,386 3 1	54,948 17 9	6154	1,303,414 1 2	160,184 16 0
1892	1530	314,920 1 34	31,492 2 9	1829	323,557 0 26	32,355 10 2	105	9,284 1 3	1,922 3 8	923	183,637 2 6	32,087 15 3	4300	840,399 1 19	97,857 11 9
1893	1156	197,002 2 15	19,709 7 2	1101	174,163 1 32	17,416 11 7	57	4,536 2 0	912 2 0	1079	158,012 3 37	31,820 2 10	3393	533,805 2 4	69,368 3 7
	*776	111,003 0 31	22,371 10 3	*297	45,072 1 6	8,711 7 7	* 6	737 2 0	237 5 0	†					
1894	830	132,298 3 30	13,223 13 4	858	170,862 0 24	17,080 4 4	46	3,424 0 0	684 10 0	880	107,560 3 36¾	21,450 8 4½	2617	414,355 0 10¾	52,429 2 0½
	*632	69,180 2 34¾	14,112 18 5½	241	37,890 3 2	7,615 10 11	7	513 2 0	288 5 0	†					

* Within special areas. † Referred to in the other columns.

Of

Of the applications made during 1894, 1,270 were confirmed for 168,816 acres 37¼ perches, and 440 were disallowed; but taking into account the applications outstanding from previous years the total number disposed of during 1894 amounted to 3,033, of these 2,341 were confirmed for 326,931 acres 2 roods 38¼ perches, and 692 were disallowed. (Further details will be found in Schedule XI.)

On the 31st December, 1894, there were 169,599 conditional purchases current, representing an area of 22,786,920 acres 3 roods 28¼ perches. (Schedule XX.)

During the year 659 conditional purchases were notified as forfeited, during the preceding year, 1893, the forfeitures amounted to 729. The following table gives further details:—

No.	Area.			Reasons of Forfeiture.
	a.	r.	p.	
361	32,640	2	24	Non-payment of balance, interest, or instalment of purchase money.
298	40,712	2	0	Non-fulfilment of conditions.
659	73,353	0	24	

In connection with the forfeitures of conditional purchases, it may here be mentioned that during the year in 1,100 cases forfeiture, incurred principally for technical *lâches*, was waived by the Minister under the provisions of the Crown Lands Act Amendment Act of 1891, and upon representations of financial pressure the Minister relieved the holders of 4,193 conditional purchases of the immediate liability of forfeiture by allowing the postponement to a later period of the year of payment of interest or instalment money, amounting to over £31,000, which had become due in connection with an aggregate area of 631,506 acres.

During the year 1,232 certificates of conformity were issued in connection with conditional purchases under the repealed Acts. (Schedule XIII.)

Under the provisions of Section 138 of the Crown Lands Acts of 1884, 5 conditional purchases containing in the aggregate 360 acres were validated; also, 2 mineral conditional purchases containing an area of 80 acres, under Act 50 Vic. No. 21. (Schedule XVIII.)

Transfers to the number of 8,125 were received during the year, and 7,949 were dealt with. These transfers had reference to 15,489 conditional purchases; but, excluding those transferred more than once during the year, the actual number of conditional purchases transferred amounted to 11,235. Apparently only a small proportion represented absolute sales, as stamp duty was paid in the case of only 2,722 transfers out of the total number of 7,949 dealt with during the year. The amount of such stamp duty was £4,621 9s. (Schedules XIV and XV.)

Schedule LXXI contains particulars of work carried out by Conditional Purchase Inspectors, from which it will be seen that, in addition to those outstanding from previous years, 17,978 instructions were issued during 1894, and that the number of reports received from those officers amounted to 18,582.

In Schedule XXVII will be found particulars of resumptions made from conditional purchases and conditional leases since December, 1885, on account of the land being auriferous.

Special Areas.

During the year, 332 special areas were proclaimed, covering 151,537 acres, 233 of these included 127,082 acres of country lands, the balance, 99, representing an area of 24,455 acres, consisting of lands within population or suburban areas. (*Vide* Schedule LXVIII.)

In Schedule XII full particulars are given regarding special areas proclaimed throughout the Colony from 1885 to the end of 1894, and it will be seen on reference thereto that of suburban or population area lands 83,643 acres 1 rood 25 perches have been selected out of 143,594 acres 3 roods 33½ perches offered, and that of country lands the selected area amounts to 726,231 acres 2 roods 19 perches as compared with 1,043,560 acres 31 perches available. The total amount received for deposit

deposit money was £165,424 14s. 2d., the actual price of the land selected being £1,637,446 16s. 5d. The total area remaining unselected on the 31st December, 1894, was 377,280 acres 20½ perches, and it will thus be seen that 68 per cent. of the area available has been taken.

For reference purposes the following figures have been taken from the Schedules previously mentioned :—

Land Board District.	Class of Land.	Quantity of Land Available.			Area selected.			Area unselected.			Percentage of area selected.
		a.	r.	p.	a.	r.	p.	a.	r.	p.	
Armidale ...	Country	33,976	2	20	21,138	0	0	12,838	2	20	62
	Suburban or Population...	5,634	3	20	1,577	2	30	4,057	0	30	28
Bourke ...	Country	16,348	3	0	2,309	3	0	14,039	0	0	14
	Suburban or Population...	2,100	2	0	40	0	0	2,060	2	0	2
Cooma... ...	Country	29,254	1	0	20,354	0	0	8,900	1	0	70
	Suburban or Population...	14,456	0	15	6,351	1	24	8,104	2	31	44
Dubbo... ...	Country	22,939	2	0	16,596	2	0	6,343	0	0	72
	Suburban or Population...	5,878	1	29	4,255	3	39	1,622	1	30	72
Forbes... ...	Country	126,500	2	23	110,236	2	28	16,263	3	35	87
	Suburban or Population...	18,027	1	36	15,925	2	16	2,101	3	20	88
Goulburn ...	Country	48,594	0	36	33,994	1	18	14,599	3	18	70
	Suburban or Population...	39,164	2	32½	27,198	2	29	11,966	0	3½	69
Grafton ...	Country	84,071	0	20	34,615	1	20	49,455	3	0	41
	Suburban or Population...	1,645	0	36	423	1	4	1,221	3	32	25
Hay	Country	172,248	3	0	118,010	0	0	54,238	3	0	69
	Suburban or Population...	10,193	3	0	7,215	0	0	2,978	3	0	71
Maitland ...	Country	23,582	1	18	10,185	2	18	13,396	3	0	43
	Suburban or Population...	9,573	1	37	6,049	1	26	3,524	0	11	63
Moree	Country	43,746	1	13	3,391	2	0	40,354	3	13	7
Orange ...	Country	52,321	0	30	45,537	3	30	6,783	1	0	87
	Suburban or Population...	13,120	2	17	6,498	2	31	6,621	3	26	50
Sydney ...	Country	11,057	0	0	5,147	0	0	5,910	0	0	47
	Suburban or Population...	5,595	0	35	1,037	2	20	4,557	2	15	19
Tamworth ...	Country	101,837	3	24	67,066	3	15	34,771	0	9	66
	Suburban or Population...	15,331	3	8	5,917	3	18	9,413	3	30	38
Wagga Wagga	Country	277,081	2	7	237,648	0	10	39,433	1	37	86
	Suburban or Population...	2,872	3	8	1,152	0	28	1,720	2	20	40
Total ...	Country	1,043,560	0	31	726,231	2	19	317,328	2	12	70
	Suburban or Population...	143,594	3	33½	83,643	1	25	59,951	2	8½	58
Grand Total	.....	1,187,155	0	24½	809,875	0	4	377,280	0	20½	68

Improvement Purchases.

The decrease in the demands for the purchase of lands on gold-fields by virtue of improvements (under Sec. 46, Act of 1884) is again considerable, and the cause must doubtless be looked for in the general stagnation which has prevailed with regard to mining matters during recent years.

A comparison of the number of applications received during 1894 with those lodged in 1891 and succeeding years would result unfavourably, as the following particulars show :—

1891	1,062	applications received.
1892	318	" "
1893	153	" "
1894	125	" "

Applications to the number of 133 were dealt with during the year, 121 of these being under the section abovementioned and 12 under the repealed Acts. In 85 instances the applications were approved, whilst the refusals amounted to 48, and in addition to these the number declared lapsed reached a total of 38. The total area of

of land sold during the year amounted to 5,159 acres 2 roods 8 perches, embracing 81 lots, and realising the sum of £10,543 17s. 6d. Further details will be found in the figures given below, which have been taken from Schedules XXXI and XXXII.

	No. of Lots.	Class of Land.	Area.			Price.		
			a.	r.	p.	£	s.	d.
Under Sec. 46, Act 1884	35	Town	8	1	9	494	0	0
" " " " "	33	Suburban ...	21	0	3¼	443	12	6
" " " " "	1	Country ...	1	0	0	10	0	0
" " 2, Lands Acts Amendment Act	1	Town	0	0	35¾	25	0	0
of 1875.	11	Country ...	5,129	0	0	9,571	5	0
	81	.....	5,159	2	8	10,543	17	6

Special Purchases.

The total number of applications received during the year was 134, comprising 6 applications, under section 63 of the Crown Lands Act of 1884, for rescission of reservation of water frontage; 38, under section 64 of that act, for permission to reclaim and purchase land; 24, under section 66 of the same Act, for small isolated areas, &c., and 66, under section 67, for permission to close and purchase unnecessary roads.

The land alienated during the year under the provisions of the above-mentioned sections and of section 12 of the Crown Lands Alienation Act of 1861 amounted to 503 acres 3 roods 12¾ perches, and the purchase-money paid to £4,496 17s. 6d. (Schedule XXXIII.) The following figures give further details as to the area sold and the purchase-money paid in connection with applications under the respective sections above-mentioned :—

	Area sold.			Purchase money.		
	a.	r.	p.	£	s.	d.
Section 64, Act 1884	2	1	14	1,831	12	5
" 66 " "	40	1	38	557	2	4
" 67 " "	395	0	6	1,733	9	9
" 42 " 1889	58	0	30	.....		
" 12 " 1861 } " 63 " 1884 }	7	3	4¾	374	13	0
	503	3	12¾	4,496	17	6

Surrenders and Exchanges.

The applications that have been received during 1894, together with those outstanding from previous years for exchange of land in the Central and Western Divisions, under the provisions of Section 46 of the Crown Lands Act of 1889 amounted to 237.

The area offered for surrender in connection with these applications was 883,191 acres, and in 27 instances the final stage of acceptance by the Governor-in-Council was reached, the area represented thereby being 87,038 acres 22 perches. The applications refused during the year under review amounted to 25, and in addition 6 were withdrawn, leaving 179 applications outstanding at the close of 1894. Further details will be found in Schedule XXXIV. There are also 92 applications for exchange, in addition to those mentioned above, relating to land formerly within Leasehold Areas in the Eastern Division. These have been held in abeyance in anticipation of legislation which might authorise their completion, the expiry of the pastoral leases before the necessary action was concluded having in the first instance defeated the applications. Provision with this end in view has now been made in the Land Act recently passed by Parliament.

Deeds of Grant.

The number of deeds of grant prepared during the year 1894 amounted to 3,302, and the area represented thereby to 273,651 acres 23 perches. The number and area of those issued during 1893 were respectively 2,812 and 252,279 acres 2 roods 9½ perches, and the comparison between the two years is thus favourable to 1894. Further details will be found in Schedule XXXV.

Annual

Annual Leases.

8343 leases of this character were in existence at the end of 1894, representing an area of 5,428,383 acres 3 roods 26½ perches, and the annual rental derived therefrom amounted to £38,359 3s. 11d. 1150 leases lapsed during the year through non-payment of rent; the area and rental represented thereby amounting respectively to 766,103 acres and £5,679. The cancellations numbered 13, and the area of these amounted to 4,736 acres 3 roods, for which an annual rental of £60 15s. had been paid. (Schedules LVII and LVIII.)

The following table shows the number, area, and rental of the leases in existence in each division of the colony at the close of 1894:—

Division.	Number.	Area.			Rent.		
		a.	r.	p.	£	s.	d.
Eastern	7,387	4,625,653	0	1½	30,745	13	4
Central	900	740,549	3	25	7,172	6	1
Western	56	62,181	0	0	441	4	6
	8,343	5,428,383	3	26½	38,359	3	11

These figures show an increase as compared with those for 1893, the leases current at the end of that year being 7,936, representing an area and rental of 5,207,222 acres 3 roods 19 perches and £38,205 4s. 2d. respectively.

The decrease in the number of applications received under the provisions of section 33 of the Crown Lands Act of 1889, to which reference was made in the report for 1893 still continues, but the area leased by auction is somewhat larger. A comparison between the transactions of the past three years is shown in the following Schedule:—

Year.	Applications made.	Area applied for.			Area leased by auction.		
		a.	r.	p.	a.	r.	p.
1892	2,578	1,768,807	0	0	3,357	2	0
1893	2,130	1,390,212	1	13	10,709	0	0
1894	1,779	1,018,615	0	0	11,042	0	0

As regards the applications made during the year under review, and also those received during previous years, the action in connection with which had not been completed, the number disposed of during 1894 amounted to 2,070—of these 1774 were granted, and 296 disallowed or withdrawn. The area leased in satisfaction of these applications was 1,092,419 acres 3 roods at a rental of £8,639 18s. 6d. per annum. (Schedules LV to LVIII inclusive).

Conditional Leases.

The number of applications received for land under this tenure still continues to decline, as a reference to the subjoined Schedule will show. As these applications are to a great extent dependent upon applications for the conditional purchase of lands, it necessarily follows that, as pointed out in previous Reports, a decrease in the one is followed by a corresponding decrease in the other. Full details as to the applications received during 1894 will be found in Schedule XXI.

Year.	Number.	Area.			Deposits.		
		a.	r.	p.	£	s.	d.
1885	3,816*	2,547,045	0	15*	21,225	7	6
1886	2,500	1,207,953	0	8	10,066	5	6
1887	2,228	1,242,380	0	0	10,353	3	4
1888	2,623	1,424,753	1	25	11,872	18	11
1889	3,470	1,569,949	3	30	13,082	18	4
1890	5,466	3,056,774	2	26	25,489	7	2
1891	3,952	2,177,810	0	15	18,140	17	10
1892	2,692	1,171,971	1	18	9,769	5	1
1893	1,800	715,611	0	34	5,943	8	4
1894	1,338	528,612	2	30	4,409	9	10

*This includes 1,994 applications, made under 54th section of the Act of 1884, representing an area of 1,198,617 acres 30 perches.

The

The number of applications dealt with during the year amounted to 1,544, further details in connection therewith being as follows:—

			a.	r.	p.		
Applications made during 1894	439	confirmed, for	158,259	1	0	245	disallowed
" " between 1 December, 1889, and 1 January, 1894.	681	"	264,899	0	16	178	"
" " prior to 1 December, 1889,	...	"	.....			1	"
	1120		423,158	1	16	424	

The number of leases actually gazetted as approved was 1580, comprising an area of 653,591 acres 3 roods 30 perches, the rental corresponding thereto being £7,501 7s. 6d. The total number of gazetted leases in existence on 31st December, 1894, was 21,106, the area and rental represented thereby being respectively 12,198,150 acres, 1 rood 21 perches, and £148,017 13s. 9d. If, however, there are added to these, the applications under the Crown Lands Act of 1889, which have so far not been disallowed, the number in existence becomes increased to 22,227, the area to 12,870,191 acres 3 roods, and the annual rental to £153,618 0s. 9d. (Schedule XXVI.)

The leases gazetted as forfeited during the year amounted to 338, covering an area of 131,270 acres, and involving a loss of rental to the extent of £1,528 9s. 8d. (Schedule XXIV.)

The Land Board's appraisements of rents in 1,395 cases were submitted to the Minister for acceptance, or otherwise for reference to the Land Appeal Court under the provisions of Section 6 of the Crown Lands Act of 1889. The latter course was, however, only adopted in eighteen instances.

The number of transfers passed during the year amounted to 2,003 the actual number of leases thereby transferred being 1,511 representing an aggregate area of 987,125 acres 2 roods 30 perches. (Schedule XXIII.) Under the provisions of Section 25 of the Crown Lands Act of 1889, 124 conditional leases were wholly, and 149 partly converted during the year, and the area involved in those conversions amounted to 68,367 acres 20 perches, the rental formerly attached to that area being £966 0s. 7d. Further details will be found in Schedule XXV.

Pastoral Leases.

1,025 pastoral leases were in existence on 31st December, 1894, their area being in the aggregate 57,597,391 acres, and the rental £378,707 5s. 7d. These leases are now confined to the Central and Western Divisions of the Colony—716 being in the former and 309 in the latter; those that were in existence in the Eastern Division having expired by effluxion of time. Further details are supplied in the subjoined Schedule and also in Schedule XXXVI.

No. of Leases.	Division of Colony.	Area.	Rent.		
		Acres.	£	s.	d.
716	Central	18,616,892	198,498	11	1
309	Western	38,980,499	180,208	14	6
1,025	.....	57,597,391	378,707	5	7

Eleven leases were forfeited during the year, 2 being in the Eastern, 4 in the Central, and 5 in the Western Division. (Schedule XLI.)

27,719 acres were withdrawn during the year for various purposes from 52 pastoral leases, and refunds to the extent of £1,330 8s. 10d. were granted in consequence. (Schedule XXXVII.)

Sixty-six transfers of pastoral leases were completed during 1894, of these 49 related to leases in the Central Division, and 17 to leases in the Western Division. (Schedule XXXVIII.)

A matter of special interest in connection with Pastoral Leases in the Central Division was that of the determination of the periods for which leases should be extended under the provisions of section 43 of the Crown Lands Act of 1889. The total number of applications received amounted to 586, of which 65 were refused and 34 withdrawn. The number of appeals lodged against the recommendations of the Local Land Boards were 182 in number, and in 151 instances the Land Appeal Court held that the periods for which extensions had been recommended were inadequate; in 24 instances the recommendations of the Boards were endorsed by the Land Court, and in 7 instances the periods recommended were reduced. In the great majority

majority of cases the pastoral lessees were found to be entitled to the maximum extension of 5 years. The subjoined Schedule gives some further details which may prove of interest.

Pastoral Leases expiring in	1896	14
" "	1897	38
" "	1898	51
" "	1899	59
" "	1900	323
" "	1901	2
	Total	487

Occupation Licenses.

Crown lands to the extent of 38,904,516 acres were held under occupation license during 1894. The licenses were 1,454 in number, and the annual rent returned was £118,193 16s. 4d. (Schedule XXXVI.)

The following schedule affords a comparison between the years 1893 and 1894:—

Current on 31st December, 1893.				Current on 31st December, 1894.			
Division.	No.	Area.	Rent.	Division.	No.	Area.	Rent.
		Acres.	£ s. d.			Acres.	£ s. d.
Eastern (preferential licenses)	368	4,685,777	26,125 7 11	Eastern (preferential licenses)	339	4,042,616	21,722 17 0
Eastern (ordinary licenses)	318	3,933,862	13,510 5 4	Eastern (ordinary licenses)	316	3,626,788	11,636 15 1
Central	593	7,313,536	38,865 9 11	Central	580	6,978,339	36,292 11 11
Western	222	24,552,567	49,834 6 5	Western	219	24,256,773	48,601 11 6
Total	1,501	40,485,742	128,335 9 7	Total	1,454	38,904,516	118,193 16 4

The attempts to place vacant Crown lands under occupation license have not met with any very encouraging results; 192 licenses were offered for sale during the year, comprising an area of 3,036,765 acres, and of these 36 were sold containing an area of 486,504 acres. Further details will be found in Schedule XXXIX.

The occupation licenses not renewed for the year 1894 were 86 in number 32 of them being preferential licenses and 30 ordinary licenses in the Eastern Division, 16 in the Central Division, and 8 in the Western Division. (Schedule XLI.)

During the year under review 98 transfers were completed, 48 of these being of licenses situated in the Eastern Division, 40 in the Central Division, and 10 in the Western Division. (Schedule XXXVIII.)

The area withdrawn from occupation license during 1894 by alienation or reservation amounted to 956,856 acres, and it consequently became necessary to refund amounts paid in advance as rental on that area to the extent of £6,162 0s. 10d. It may also be mentioned that these withdrawals occurred in 458 occupation licenses. Further details will be found in Schedule XXXVII.

Homestead Leases.

The Homestead Leases in existence at the end of 1894 numbered 1,159, representing an area of 9,860,013 acres, and an annual rental of £67,569 8s. 11d. Of these 766 are situated within the Land Board District of Bourke, 275 within the Land Board District of Hay, and the remainder (118) within the Land Board District of Moree (Schedule XLVI.) The number of applications received during the year amounted to 110, being a decrease upon those lodged in 1893 and in previous years, as will be seen from the following Schedule:—

Year.	No. of Applications.	Area applied for.	Deposits lodged.
		Acres.	£ s. d.
1885	391	3,823,235	15,880 2 11
1886	121	1,141,963	4,758 3 7
1887	128	1,198,286	4,992 17 2
1888	141	1,332,691	5,511 15 7
1889	238	2,187,837	9,113 19 9
1890	310	2,620,959	10,920 13 3
1891	191	1,515,629	6,278 2 1
1892	176	1,214,447	5,648 16 6
1893	135	870,044	3,582 10 4
1894	110	692,515	2,885 9 7

Seventy-eight Homestead Leases were granted during 1894, representing an area of 494,237 acres, and an annual rental of £2,266 14s. 8d. Forty-three applications were refused or permitted to be withdrawn during the same period, leaving 103 in which the necessary action had not been finally completed at the close of the year (Schedules XLII and XLIII). The transfers completed during 1894 amounted to 199, leaving 103 as the number outstanding at the close of the year (Schedule XLIV). Five applications were received for the refund of the value of improvements, and 7 were dealt with, leaving 2 awaiting action on the 31st December, 1894.

Fifteen Homestead Leases were notified as forfeited during the year. The aggregate area and rental attached to these were respectively 117,596 acres and £656 4s. 6d. Applications to the number of 27, and embracing an area of 166,156 acres, were also notified as not having been accepted, mainly owing to the applicants having failed to complete. Further details will be found in Schedule XLV.

Special Leases.

The leases current on the 31st December, 1894, were 524 in number, the area and rental being respectively 12,021 acres 2 roods 20¾ perches and £12,412 15s. Included in these, however, are 59 leases, covering an area of 455 acres 1 rood 29½ perches, and producing a rental of £906, which expired by effluxion of time at the close of the year. The leases forfeited during 1894 were 55 in number, representing an area of 2,165 acres 31¾ perches, for which an annual rental amounting to £934 11s. 6d. had hitherto been paid. (Schedules XLVIII to L.)

The applications received during 1894 for leases of this character were 175, being 89 less in number than those received during the previous year. The number requiring action, including those applications outstanding at the end of 1893, was 414, and action was completed in 207 instances, 93 having been refused, withdrawn, &c., and 114 granted at a yearly rental of £2,711 1s. (Schedule XLVII.)

The various purposes for which these leases are granted, as well as the respective sections of the Crown Lands Act of 1884, under the provisions of which applications are made, will be found in the appended table:—

Under section 89 of the Act of 1884—

Floating docks, jetties, piers, and wharves below high-water mark.

Under section 90 of the Act of 1884—

Accommodation house.
Accommodation paddock.
Bakery.
Ballast (to obtain).
Bathing places.
Boats (building and repairing).
Boiling-down works.
Brick earth (to obtain).
Brick-kiln.
Bridges.
Dams.
Drainage.
Eucalyptus (cultivation of).
Explosives (sites for storage of).
Factory.
Ferries.
Fisheries.
Freezing works.
Gravel (to obtain).
Grazing.
Guano (to obtain).
Inn.
Irrigation.
Landing-places.
Lime-kilns.
Limestone (to obtain).
Loam (to obtain).
Machinery (erection of).
Mail stations in sparsely-populated districts.
Pipe-line.
Punt-houses.
Quarries.
Railway station and depôt
Recreation.
Saw-mills.
Sericulture.
Shells (to obtain).
Ships (building or repairing).
Skin-drying and packing.
Slaughter-houses.
Smelting works.
Smithy.
Stables and accommodation paddocks.
Store.
Sugar-cane growing.
Storage purposes.
Tanks.
Tanneries.
Tobacco growing.
Vegetable garden.
Village settlement.
Wattle growing.
Well.
Wharfs (above high-water mark).
Woolwashing establishments.
Working mineral springs.

Under section 92 of the Act of 1884—

Irrigation works and tramway purposes.

Artesian Well Leases.

The area reserved during 1894 in connection with leases of this character amounted to 10,240 acres situated in the Bourke Land Board District. No leases have as yet been granted. Further details will be found in Schedule LIX.

Scrub

Scrub Leases.

Seven applications were received during the year covering an area of 49,660 acres, and 10 were outstanding from 1893, the total requiring action, therefore, amounted to 17. Of these 5 were disallowed, and 5 were granted, the area and rental of the latter being respectively 38,943 acres, and £79 18s. 11d.

Two leases were declared forfeited during the year, representing an area of 20,480 acres, and a rental of £72 10s. 8d.

The number of leases current on the 31st December, 1894, was 27, the area and the rental being respectively 177,104 acres and £215 17s. 4d. (Schedule LI.)

Leases of Inferior Lands.

The leases of inferior lands in existence at the end of 1894 under the provisions of Section 37 of the Crown Lands Act of 1889 numbered 35, representing an area of 542,845 acres 3 roods, and a rental of £449 11s. 5d.

One lease with an area of 7,600 acres, and a rental of £2 10s. per annum, was forfeited during the year. Further details will be found in Schedule LII.

Residential Leases.

The number of applications received during 1894 for leases of this character shows a considerable decrease when compared with the number lodged during 1893, the respective totals for the years named being 49 and 100.

The number of applications outstanding at the end of 1893 amounted to 97, and consequently the total number requiring action during the year under review was 146, and of these 103 were dealt with, 43 being either disallowed or withdrawn and 60 granted, the aggregate area of those last-mentioned being 572 acres 3 roods 12 perches, and the annual rental, £84 7s.

Seven leases were forfeited during the year, the area and rental represented thereby being respectively 67 acres and £13.

The leases current on the 31st December, 1894, numbered 144, covering an area of 1,368 acres 1 rood 20 perches, and the annual rental attached to these leases amounts to £227 2s. Further details will be found in Schedule LIII.

Snow Leases.

These leases are granted under the provisions of section 36 of the Crown Lands Act of 1889 over Crown lands, which are usually covered with snow for a part of each year, and are therefore unfit for continuous use and occupation. The number current on the 31st December, 1894, was twenty-five, being a decrease of two as compared with the number in existence at the close of the previous year. The area comprised in these leases amounts to 107,890 acres, and the annual rental derived therefrom to £1,090 5s. 3d. Further details as to the localities in which these leases are situated will be found in Schedule LIV. Two leases in the Tumbarumba Land District were notified as forfeited during 1894, their aggregate area and rental being respectively 7,210 acres and £60 1s. 8d.

Dedications, Reserves, and Resumptions.

Full and detailed information regarding the notification and revocation of reserves from sale during 1894 will be found in Schedules LXIII and LXIV.

Similar information with respect to reserves from lease and license notified or revoked during the year is supplied in Schedule LXV and LXVI.

From these Schedules it will be seen that the area reserved from sale amounted to 1,075,075 acres, representing 1,913 reserves, while the reservations from sale revoked during the year numbered 1,605, and covered an area of 1,414,567 acres.

As regards the area reserved from lease and license, Schedule LXV shows that 795 reserves were notified, comprising an area of 571,553 acres, and the number and area of reserves from lease and license revoked during the year were respectively 340 and 378,538 acres (*vide* Schedule LXVI).

The

The dedications for public purposes during 1894 were 197 in number, and the area dedicated amounted to 41,678 acres $31\frac{13}{20}$ perches. Further details will be found in Schedule LXVII.

Under the provisions of Section 105 of the Crown Lands Act of 1884, and of Section 41 of the Crown Lands Act of 1889, 3,545 acres 2 roods and $14\frac{3}{4}$ perches of dedicated land were resumed during 1894. Schedule LXII gives full particulars as to the locality and ultimate disposal of these resumptions.

Newcastle Pasturage Reserve.

In Schedule LXI will be found full particulars up to 31st December, 1894, with regard to applications to purchase under the Newcastle Pasturage Reserve Act. It will be seen that there are 685 applications now current. The total purchase money in connection with these amounts to £42,855, but of this, £17,701 has already been paid—which left on the 31st December, 1894, a balance of £25,154.

Cases of Trespass on Crown Lands.

The number of cases reported during the year was 412, and the number outstanding at the end of 1893 being 335, the total requiring action amounted to 747. In 372 instances steps were taken to deal with the trespasses reported, 375 cases being thus left outstanding at the close of the year under review. (*Vide* Schedule LXIX.)

Applications for Permission to Ringbark.

The applications received during the year for permission to ringbark numbered 119, comprising an area of 1,285,444 acres, the fees lodged in connection therewith amounting to £392. The total number allowed during the same period was 101, covering an area of 992,683 acres. Forty of these applications were made prior to 1894, the balance being part of those lodged during the year under review. The applications disallowed amounted to 7, and the number outstanding at the close of the year to 63. Further details will be found in Schedule LXXII.

Cases dealt with by Land Boards.

25,988 cases came under the consideration of the Land Boards during 1894, of which 2,055 were adjourned. A comparison is instituted in the following figures between similar transactions for the past three years, and fuller details will be found in Schedule LXX:—

1892.	35,316	cases considered;	2,567	cases adjourned;	1,731	days occupied.
1893.	30,910	" "	2,830	" "	$1,449\frac{1}{2}$	" "
1894.	25,988	" "	2,055	" "	1,438	" "

Correspondence.

The number of documents received and registered in the Head Office during the year amounted to 108,855, being a decrease of 5,334 as compared with the number received during 1893. Manuscript and printed letters, schedules and parcels, to the number of 145,063 were despatched during 1894; also 1,360 telegrams and 126 circulars. Further details will be found in Schedules LXXIII and LXXIV. The number of letters and circulars received at the several Land Board Offices during 1894 amounted to 124,797, and the letters, parcels, &c., despatched during the same period to 124,701. (Schedule LXXV.)

Cost of Survey.

In Schedules LXXVII–LXXIX, will be found particulars of the cost of various classes of measurements in the respective Land Board Districts, both as regards work performed by salaried surveyors and also by surveyors paid by fees.

Chief Surveyor's Report.

The report of the Chief Surveyor and Director of Trigonometrical Survey is appended hereto.

W. HOUSTON,
Under Secretary.

SCHEDULE I.

Revenue and Receipts for 1894.

	£ s. d.	£ s. d.
Sales—		
Auction Sales	216,708 0 0	
Newcastle Pasturage Reserve, Special Sales	2,650 0 0	
Improved Purchases	10,914 0 0	
Deposits, &c., on Conditional Purchases	58,022 0 0	
Instalments (including interest) on Conditional Purchases	819,229 0 0	
Balances on Conditional Purchases	68,791 0 0	
Miscellaneous Purchases	4,137 0 0	
Total, Land Sales	.....	1,180,461 0 0
Interest on Land Conditionally Purchased	.....	84,018 0 0
Pastoral Occupation—		
Pastoral Leases (Runs)	379,375 0 0	
Conditional Leases	154,032 0 0	
Annual Leases	34,967 0 0	
Occupation Licenses	115,067 0 0	
Homestead Leases	68,130 0 0	
Snow Leases	635 0 0	
Inferior Leases	389 0 0	
Scrub Leases	167 0 0	
Quit Rents	1,353 0 0	
Total, Pastoral Occupation	.....	759,115 0 0
Miscellaneous—		
Fees on Transfer of Runs, &c.	965 0 0	
Fees on Preparation and Enrolment of Title Deeds	3,204 0 0	
Survey Fees under Land Act of 1889	22,137 0 0	
Special Leases	17,711 0 0	
All other Receipts	8,284 0 0	
Total, Miscellaneous	.....	52,301 0 0
	£	2,075,885 0 0

SCHEDULE II.

Expenditure for all Services during 1894.

Heads of Service, &c.	1887 Services.	1890 Services.	1891 Services.	1892 Services.	1893 Services.	1894 Services.	Total.
	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
Salaries (Permanent Staff)	.....	Cr. 4 17 7	Cr. 5 0 0	1 19 10	Cr. 208 5 4	131,870 1 5	*131,652 17 10
Do (Temporary Staff)	.....	.....	.....	Cr. 0 7 2	Cr. 222 16 8	40,590 14 5	*43,367 10 7
Travelling Expenses, including Equipment and Forage Allowance	.....	.....	.....	.....	3,287 2 11	29,962 12 1	33,250 15 0
General Expenses	4 10 0	2 10 0	12 12 9	14 8 10	1,039 19 4	5,432 18 3	6,527 0 2
Appraisement and Inspection Fees	.....	0 6 0	18 7 6	28 12 6	283 2 0	1,026 12 0	1,368 0 0
Fees for attendance at Local Land Boards	.....	.....	.....	.....	427 7 0	4,887 1 0	5,314 8 0
Rent	.....	.....	.....	.....	629 15 3	1,509 0 8	2,138 15 11
Legal Expenses	.....	.....	.....	.....	109 8 1	1,974 13 2	2,083 1 3
Public Cemeteries—Fencing, clearing, and acquisition of sites for	.....	.....	.....	.....	.....	2,390 17 5	2,390 17 5
Public Parks and Recreation Reserves—For acquisition of sites for and improvements, &c.	.....	.....	.....	Cr. 0 5 3	.....	14,759 7 5	14,759 2 2
Rabbit-proof Fencing	.....	.....	.....	.....	352 16 7	140 17 0	493 13 7
Compensation Claims (excluding payments for Parks, Recreation Reserves, Cemeteries, and Minor Roads)	.....	.....	.....	.....	.....	1,813 15 7	1,813 15 7
Minor Roads—Compensation for Land taken, and cost of fencing	.....	.....	.....	.....	.....	2,552 0 11	2,552 0 11
Gratuities for loss of office	.....	.....	.....	.....	.....	183 15 0	183 15 0
Preparation of Deeds	.....	.....	.....	.....	101 15 4	968 1 4	1,069 16 8
Postages and Stamp Duties	.....	.....	.....	.....	1,050 8 4	7,524 10 8	8,574 19 0
Advertising	.....	.....	0 4 6	3 14 0	1,181 0 3	1,069 15 9	2,254 14 6
Wages and Provisions for Surveyors' Labourers	.....	.....	.....	.....	1,107 10 5	13,298 8 11	14,406 5 4
Plans and Tracings	.....	.....	.....	.....	951 11 2	2,739 3 7	3,690 14 9
Lithography	.....	.....	.....	.....	Cr. 47 14 8	250 13 7	203 3 11
Instruments, Materials, and Books	.....	.....	.....	.....	54 12 0	195 6 7	249 18 7
Survey Fees	.....	.....	Cr. 20 11 0	69 6 5	7,128 5 8	33,346 3 1	41,023 4 2
Photo-zincography	.....	.....	.....	.....	10 5 0	423 5 7	433 10 7
Land Appeal Court—Salaries and Contingencies	.....	.....	.....	.....	43 1 5	7,041 11 1	7,084 12 9
Photo-lithography (performed at Government Printing Office)	.....	.....	.....	.....	500 0 0	994 16 0	1,494 16 0
Fees to Commissioners of Courts of Claims	.....	.....	.....	.....	.....	16 12 0	16 12 0
Labour Settlements	.....	.....	.....	.....	.....	4,889 4 3	4,889 4 3
Moree Land Board Office building—Erection of	.....	.....	.....	.....	.....	1,868 2 5	1,868 2 5
Fees for Reports on Improvements—Leasehold areas	.....	.....	.....	.....	161 11 6	2,222 13 4	2,384 10 10
Totals £	4 10 0	3 18 5	5 14 3	106 9 2	17,303 1 10	319,407 5 6	336,835 19 2

* Including credits for work charged to other Departments, on account of 1893 Services, of £366 8s. 8d. and £275 3s. 7d. respectively. Deducting these, the total net salaries paid in 1894 amounts to £130,644 16s. 8d.

SCHEDULE III.

Comparative Statement of the Expenditure in 1893 and 1894 respectively.

Heads of Service.	1893.	1894.	Increase.	Decrease.
	£ s. d.	£ s. d.	£ s. d.	£ s. d.
Salaries (Permanent Staff)	131,736 4 8	131,653 17 10	.....	82 6 10
Do (Temporary Staff)	45,929 5 8	43,367 10 7	.....	2,561 15 1
Travelling Expenses and Equipment and Forage Allowances	32,883 17 8	33,250 15 0	366 17 4	.....
General Expenses	6,963 12 10	6,527 0 2	.....	436 12 8
Appraisement and Inspection Fees	1,485 6 1	1,308 0 0	.....	177 6 1
Fees for Attendance at Local Land Boards	5,368 12 6	5,314 8 0	.....	54 4 6
Rent	3,704 13 10	2,198 15 11	.....	1,505 17 11
Legal Expenses	1,477 12 8	2,081 1 3	603 8 7	.....
Public Cemeteries—Acquisition of sites for, fencing, clearing, &c.	1,330 11 0	2,296 17 5	966 6 5	.....
Public Parks and Recreation Reserves—Acquisition of sites for, improving, &c.	13,834 10 7	14,759 2 2	924 11 7	.....
Rabbit-proof Fencing	9,959 19 7	493 13 7	.....	9,466 6 0
Compensation Claims (excluding payments for Public Parks, Recreation Reserves, Cemeteries, and Minor Roads)	1,764 3 9	1,813 15 7	49 11 10	.....
Minor Roads—Compensation for land and for fencing, &c.	1,016 15 4	2,552 0 11	1,535 5 7	.....
Gratuities under the Civil Service Act, &c.	572 15 7	183 15 0	.....	389 0 7
Abatement on Pensions	278 15 6	.....	.....	278 15 6
Preparation of Deeds	868 17 2	1,069 16 8	200 19 6	.....
Postage, Stamp Duties, &c.	10,049 17 5	8,574 19 0	.....	1,474 18 5
Advertising	2,782 18 7	2,254 14 6	.....	528 4 1
Wages and Provisions for Surveyors' Labourers	15,966 12 6	14,406 5 4	.....	1,560 7 2
Plans and Tracings by Contract	3,459 17 7	3,090 14 9	.....	369 2 10
Lithography	171 14 4	203 3 11	31 9 7	.....
Instruments, Materials, and Books	832 15 9	249 18 7	.....	582 17 2
Survey Fees	57,234 9 7	41,023 4 2	.....	16,211 5 5
Photo-zincography	273 15 5	433 10 7	159 15 2	.....
Photo-lithography by the Government Printer	500 0 0	1,494 16 0	994 16 0	.....
Land Appeal Court (including Salaries)	6,713 11 9	7,084 12 9	371 1 0	.....
Fees to Commissioners of Courts of Claims	8 6 0	16 12 0	8 6 0	.....
Labour Settlements	3,010 15 7	4,880 4 3	1,869 8 8	.....
Moree Land Board Office Building—Erection of	1,351 2 0	1,868 2 5	517 0 5	.....
Fees for Reports on Improvements on Leasehold Areas	.....	2,384 10 10	2,384 10 10	.....
	361,531 10 11	336,835 19 2	10,983 8 6	35,679 0 3
		Deduct Increase		10,983 8 6
		Net Decrease ..... £		24,695 11 9

SCHEDULE IV.

Salaries paid in the year 1894.

	Permanent.	Temporary.	Total.
Administrative Branch.			
Head Office Staff	26,300 15 1	6,729 11 9	33,030 6 10
Local Land Boards	19,255 13 2	4,719 19 1	23,975 12 3
Land Agents and Assistants	12,202 1 8	.....	12,202 1 8
Inspectors of Conditional Purchases	5,800 0 0	4,131 0 3	9,931 0 3
Messengers and others	2,558 3 10	356 11 11	2,914 13 9
	66,116 11 9	15,937 3 0	82,053 14 9
Survey Branch.			
Head Office Staff	21,106 9 5	11,252 14 7	32,359 4 0
District Survey Offices	28,020 18 7	9,615 18 0	37,636 16 7
Salaried Surveyors	10,808 18 5	974 18 8	11,783 17 1
Assistant Surveyors	.....	1,973 2 6	1,973 2 6
Field Assistants	.....	1,050 0 0	1,050 0 0
Messengers and others	527 13 4	221 6 6	748 19 10
	60,463 19 9	25,088 0 3	85,552 0 0
Trigonometrical Survey Branch.			
Field Staff	620 0 0	200 0 0	820 0 0
Office Staff	910 0 0	.....	910 0 0
	1,530 0 0	200 0 0	1,730 0 0
Detail Survey Branch.			
Field Staff	1,742 10 0	870 0 0	2,612 10 0
Office Staff	1,405 0 0	1,547 10 11	2,952 10 11
	3,147 10 0	2,417 10 11	5,565 0 11
Land Appeal Court.			
The Commissioners	4,000 0 0	.....	4,000 0 0
Registrar, Clerks, and Messenger	1,082 0 0	.....	1,082 0 0
	5,082 0 0	.....	5,082 0 0
Rabbit Branch.			
Clerks	662 0 0	.....	662 0 0
Grand Total	137,002 1 6	43,642 14 2	180,644 15 8

SCHEDULE V.

STATEMENT showing the strength of the Staff and the annual rate of Salaries as on the 31st December, 1893 and 1894 respectively.

	Numbers.		Salaries.	
	31st Dec., 1893.	31st Dec., 1894.	31st Dec., 1893.	31st Dec., 1894.
			£	£
Administrative Branch (Head Office)	158	160	35,838	34,024
Survey Branch (Head Office)	162	159	34,554	34,133
Trigonometrical Branch	6	7	1,730	1,880
Detail Survey Branch	22	22	5,626	5,567
*Local Land Boards	125	124	34,298	34,054
*Land Agents and Assistants	71	74	12,319	12,356
*District Survey Officers	197	194	51,905	51,506
Rabbit Branch	3	3	662	662
†Land Appeal Court	7	7	5,019	5,019
Totals	751	750	181,835	179,201

* Excluding messengers and office cleaners, who render vouchers for their wages. † Excluding the salary of counsel for the Crown, £533.

SCHEDULE VI.

STATEMENT of Travelling Expenses and Fees paid in connection with Local Land Board Meetings during the year 1894.

District.	Particulars.	Amount.	Total.
		£ s. d.	£ s. d.
Armidale	Chairman's and clerk's travelling expenses	538 4 0	
	Members' travelling expenses	238 1 3	
	Members' fees	359 2 6	
	Fees and travelling expenses of surveyors, inspectors, witnesses, and others	169 18 1	1,503 5 10
Bourke	Chairman's and clerk's travelling expenses	412 19 9	
	Members' travelling expenses	92 7 0	
	Members' fees	338 2 0	
	Fees and travelling expenses of surveyors, inspectors, witnesses, and others	31 16 6	875 5 3
Cooma	Chairman's and clerk's travelling expenses	472 11 1	
	Members' travelling expenses	129 13 0	
	Members' fees	344 18 6	
	Fees and travelling expenses of surveyors, inspectors, witnesses, and others	55 3 3	993 5 10
Dubbo	Chairman's and clerk's travelling expenses	349 4 9	
	Members' travelling expenses	121 3 0	
	Members' fees	410 11 0	
	Fees and travelling expenses of surveyors, inspectors, witnesses, and others	62 6 3	943 5 0
Forbes	Chairman's and clerk's travelling expenses	523 16 2	
	Members' travelling expenses	17 8 6	
	Members' fees	342 6 0	
	Fees and travelling expenses of surveyors, inspectors, witnesses, and others	83 8 0	966 18 8
Goulburn	Chairman's and clerk's travelling expenses	457 0 10	
	Members' travelling expenses	198 13 4	
	Members' fees	324 19 6	
	Fees and travelling expenses of surveyors, inspectors, witnesses, and others	54 12 1	1,035 5 9
Grafton	Chairman's and clerk's travelling expenses	435 12 7	
	Members' travelling expenses	152 18 6	
	Members' fees	289 5 6	
	Fees and travelling expenses of surveyors, inspectors, witnesses, and others	97 11 6	975 8 1
Hay	Chairman's and clerk's travelling expenses	428 14 3	
	Members' travelling expenses	125 14 6	
	Members' fees	329 14 0	
	Fees and travelling expenses of surveyors, inspectors, witnesses, and others	121 19 0	1,006 1 9
Maitland	Chairman's and clerk's travelling expenses	352 7 2	
	Members' travelling expenses	135 19 6	
	Members' fees	232 1 0	
	Fees and travelling expenses of surveyors, inspectors, witnesses, and others	95 15 3	816 2 11
Moree	Chairman's and clerk's travelling expenses	309 4 0	
	Members' travelling expenses	105 6 0	
	Members' fees	305 0 6	
	Fees and travelling expenses of surveyors, inspectors, witnesses, and others	105 1 0	824 11 6
Orange	Chairman's and clerk's travelling expenses	476 7 3	
	Members' travelling expenses	187 10 7	
	Members' fees	404 15 6	
	Fees and travelling expenses of surveyors, inspectors, witnesses, and others	164 10 9	1,233 4 1
Sydney	Chairman's and clerk's travelling expenses	79 11 1	
	Members' travelling expenses	76 8 7	
	Members' fees	207 18 0	
	Fees and travelling expenses of surveyors, inspectors, witnesses, and others	54 11 6	418 9 2
Tamworth	Chairman's and clerk's travelling expenses	438 4 7	
	Members' travelling expenses	200 3 3	
	Members' fees	537 1 6	
	Fees and travelling expenses of surveyors, inspectors, witnesses, and others	184 17 1	1,360 6 5
Wagga Wagga	Chairman's and clerk's travelling expenses	539 16 8	
	Members' travelling expenses	221 6 2	
	Members' fees	482 9 6	
	Fees and travelling expenses of surveyors, inspectors, witnesses, and others	186 10 6	1,430 2 10
	Total	.....	£14,381 13 1

SUMMARY.

	£ s. d.
Chairmen's and clerks' travelling expenses	5,813 14 2
Members' travelling expenses	1,991 13 2
Members' fees	5,108 5 0
Fees and travelling expenses of surveyors, inspectors, witnesses, and others	1,468 0 9
	£14,381 13 1

SCHEDULE VII.

STATEMENT of Revenue and Expenditure for the years 1886 to 1894 inclusive, showing the percentage of the latter to revenue.

Year.	Total Expenditure.	*Extraordinary Expenses deducted.	Net Expenditure.	Decrease as compared with 1886.	Revenue.	Percentage of Net Expenditure to Revenue.
	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£	per cent.
1886	555,873 5 10	.....	555,873 5 10	.....	1,599,714	34
1887	684,312 1 7	175,269 13 8	509,042 7 11	46,830 17 11	2,323,681	21
1888	472,336 8 2	96,355 14 4	375,980 13 10	179,892 12 0	2,154,409	17
1889	399,754 10 4	41,407 19 1	358,346 11 3	197,526 14 7	2,067,985	17
1890	421,242 14 9	33,719 17 5	387,522 17 4	168,350 8 6	2,165,528	17
1891	435,156 2 9	26,778 1 6	408,378 1 3	147,495 4 7	2,197,090	18
1892	410,842 0 8	43,023 17 5	367,818 3 3	188,036 2 7	2,154,717	17
1893	379,531 10 11	57,346 2 0	322,185 8 11	233,687 16 11	2,147,144	14
1894	336,835 19 2	34,866 19 11	301,968 19 3	253,904 6 7	2,075,885	14
	4,095,884 14 2	508,768 5 4	3,587,116 8 10	.....	18,885,553	

* Includes expenditure mainly in connection with the administration of the Forest Branch since 1889 (now under the Department of Mines and Agriculture) the Rabbit Branch, Minor Roads, Public Parks and Recreation Reserves, Labour Settlements, and Land Appeal Court, &c., not incurred in 1886.

SCHEDULE VIII.

RETURN showing the Number and Area of Conditional Purchases applied for during 1894, with the amount of Deposits and Survey Fees received.

Land Board District and Land District.	Class of Land.	Section 26.				Section 42.				Section 47.			
		No.	Area.	Deposit.	Survey Fee.	No.	Area.	Deposit.	Survey Fee.	No.	Area.	Deposit.	Survey Fee.
			a. r. p.	£ s. d.	£ s. d.		a. r. p.	£ s. d.	£ s. d.		a. r. p.	£ s. d.	£ s. d.
Armidale—													
Armidale	Ordinary lands	24	3,534 0 0	253 8 0	123 0 0	17	2,687 2 0	288 15 0	54 5 10	..	.....	.....	....
	Special areas	14	1,204 2 20	222 9 8	62 18 6	8	626 1 0	81 11 0	13 15 8	1	40 0 0	12 0 0	4 0 0
Glen Innes	Ordinary lands	4	180 3 0	18 1 6	16 12 6	6	565 0 0	56 10 0	22 17 7	..	.....	.....	....
	Special areas	3	120 0 0	18 0 0	12 0 0	1	42 3 0	7 9 6	3 1 11	..	.....	.....	....
Inverell	Ordinary lands	30	3,834 2 0	395 9 0	161 17 6	33	3,481 2 21	343 9 4	128 7 2	..	.....	.....	....
	Special areas	13	1,660 1 30	335 4 4½	70 7 6	8	1,315 2 0	309 14 9	36 0 6	..	.....	.....	....
Tenterfield	Ordinary lands	37	4,842 0 0	484 4 0	202 2 6	24	1,903 0 0	190 6 0	85 2 0	1	40 0 0	5 0 0	4 0 0
	Special areas	1	100 0 0	15 0 0	5 5 0	..	.....	.....	.....	..	.....	.....	....
Walcha	Ordinary lands	1	100 0 0	10 0 0	5 5 0	4	315 2 0	31 11 0	9 13 10	..	.....	.....	....
	Special areas	..	.....	.....	.....	1	244 0 0	48 16 0	5 6 11	..	.....	.....	....
Bourke—													
Brewarrina, East	Ordinary lands	6	2,840 0 0	324 0 0	64 10 0	1	360 0 0	35 0 0	6 3 9	..	.....	.....	....
Brewarrina	Ordinary lands	..	.....	.....	.....	1	416 0 0	41 12 0	.....	..	.....	.....	....
	Special areas	1	160 0 0	21 0 0	6 0 0	..	.....	.....	.....	..	.....	.....	....
Cooma—													
Bega	Ordinary lands	9	610 0 0	61 0 0	41 15 0	6	280 0 0	28 0 0	18 15 0	2	320 0 0	24 0 0	0 0 0
	Special areas	10	872 0 0	209 9 6	48 16 0	2	134 0 0	24 15 0	8 6 11	..	.....	.....	....
Bombala	Ordinary lands	8	725 0 0	72 10 0	39 15 0	21	2,497 0 0	249 14 0	82 15 10	..	.....	.....	....
	Special areas	20	1,855 0 0	355 7 6	92 5 0	12	1,032 0 0	270 5 8	51 3 1	..	.....	.....	....
Braidwood	Ordinary lands	30	3,214 1 0	321 8 6	152 17 6	16	1,593 0 0	159 0 0	59 1 6	8	120 0 0	24 0 0	11 0 0
	Special areas	2	210 0 0	30 15 0	10 15 0	..	.....	.....	.....	..	.....	.....	....
Cooma	Ordinary lands	11	944 1 0	94 8 0	53 2 0	44	4,348 2 0	434 17 0	155 3 9	..	.....	.....	....
	Special areas	27	2,672 3 0	510 1 2	137 7 0	20	2,135 0 0	363 19 5	78 4 0	1	160 2 0	43 3 0	6 2 6
Eden	Ordinary lands	7	408 0 0	40 12 0	30 12 6	12	792 3 0	79 5 6	37 13 9	4	320 0 0	64 0 0	10 10 0
	Special areas	..	.....	.....	.....	1	35 0 30	6 5 2	2 17 0	1	73 0 0	21 18 0	4 17 6
Milton	Ordinary lands	4	160 0 0	16 0 0	16 0 0	4	435 0 0	43 10 0	12 1 11	1	40 0 0	8 0 0	4 0 0
	Special areas	2	335 0 0	67 0 0	12 5 0	..	.....	.....	.....	..	.....	.....	....
Moruya	Ordinary lands	14	889 0 0	88 18 0	63 5 0	12	510 0 0	51 0 0	36 11 3	2	96 0 0	19 4 0	0 7 8
	Special areas	8	526 1 0	81 11 5	35 16 0	6	433 1 0	62 19 9	20 16 4	..	.....	.....	....
Queanbeyan	Ordinary lands	17	1,514 2 0	124 9 0	73 7 6	10	1,088 0 0	108 16 0	59 8 10	..	.....	.....	....
	Special areas	8	857 2 30	164 16 8	37 17 6	4	306 1 20	58 1 0	11 7 3	..	.....	.....	....
Dubbo—													
Coonamble	Ordinary lands	27	6,544 3 0	654 9 0	181 7 6	34	8,427 2 0	842 15 0	156 4 1	..	.....	.....	....
	Special areas	2	426 0 0	72 18 0	14 2 6	..	.....	.....	.....	..	.....	.....	....
Dubbo	Ordinary lands	10	1,640 2 0	164 1 0	31 7 6	11	1,111 2 0	111 3 0	42 5 9	..	.....	.....	....
	Special areas	1	170 0 0	30 0 0	14 0 0	..	.....	.....	.....	..	.....	.....	....
Nyngan	Ordinary lands	7	1,218 0 0	121 16 0	41 0 0	1	1,782 3 0	178 5 6	12 5 8	1	40 0 0	8 0 0	4 0 0
	Special areas	1	20 2 24	0 5 10	3 1 0	..	.....	.....	.....	..	.....	.....	....
Warren	Ordinary lands	4	457 0 0	46 14 0	21 5 0	18	2,774 2 0	277 9 0	76 19 6	1	320 0 0	64 0 0	8 0 0
	Special areas	7	428 2 0	133 4 0	30 13 6	2	1,271 0 0	190 13 0	16 0 8	..	.....	.....	....
Forbes—													
Barmedman	Ordinary lands	2	505 0 0	50 10 0	13 5 0	1	40 0 0	4 0 0	3 0 0	..	.....	.....	....
	Special areas	2	190 0 0	28 10 0	10 7 6	..	.....	.....	.....	..	.....	.....	....
Barmedman East	Ordinary lands	5	1,180 0 0	118 0 0	34 15 0	1	63 0 0	6 6 0	3 2 5	..	.....	.....	....
Condobolin	Ordinary lands	5	1,367 0 0	136 14 0	34 17 6	3	452 2 0	45 5 0	8 14 6	..	.....	.....	....
	Special areas	3	59 0 36	26 11 8	8 5 4	..	.....	.....	.....	..	.....	.....	....
Forbes	Ordinary lands	5	1,760 0 0	170 0 0	37 15 0	6	3,246 3 0	324 12 0	30 9 6	..	.....	.....	....
	Special areas	20	968 0 34	168 10 4	45 6 10	12	4,137 2 0	621 19 6	70 12 2	..	.....	.....	....
Grenfell	Ordinary lands	3	792 0 0	79 4 0	20 12 6	1	560 0 0	56 0 0	7 10 0	..	.....	.....	....
	Special areas	2	65 0 15	10 10 2	7 5 6	..	.....	.....	.....	..	.....	.....	....
Parkes	Ordinary lands	9	2,205 0 0	220 10 0	61 12 6	4	675 3 0	67 11 6	17 13 2	..	.....	.....	....
	Special areas	44	3,527 3 26	630 3 4	170 17 2	12	1,119 3 12	191 4 0	34 7 9	..	.....	.....	....
Goulburn—													
Boorowa	Ordinary lands	3	280 0 0	28 0 0	15 0 0	6	526 0 0	52 12 0	27 7 6	..	.....	.....	....
	Special areas	8	1,258 0 0	257 8 0	47 10 0	14	2,168 1 0	389 14 11	61 17 9	..	.....	.....	....
Goulburn	Ordinary lands	10	1,168 0 0	116 6 0	74 15 0	10	1,030 0 0	103 0 0	62 14 5	..	.....	.....	....
	Special areas	5	322 1 0	72 1 2	23 2 8	..	.....	.....	.....	..	.....	.....	....
Gunning	Ordinary lands	17	1,045 2 0	104 11 0	76 2 0	4	160 0 0	16 0 0	12 0 0	..	.....	.....	....
	Special areas	3	169 0 0	27 17 0	13 5 0	2	80 0 0	17 4 0	6 3 9	..	.....	.....	....
Moss Vale	Ordinary lands	12	1,432 0 0	143 4 0	63 12 6	12	885 0 0	85 10 0	40 8 10	4	360 0 0	70 0 0	19 17 6
Yass	Ordinary lands	5	240 0 0	24 0 0	21 0 0	7	420 0 0	42 0 0	23 8 9	..	.....	.....	....
	Special areas	10	1,269 1 0	222 0 9	54 5 0	2	88 0 0	17 4 0	6 3 9	..	.....	.....	....
Young	Ordinary lands	1	40 0 0	4 0 0	4 0 0	2	1,442 3 0	144 5 6	9 9 0	..	.....	.....	....
	Special areas	76	5,392 1 19	1,296 1 7	318 16 6	20	3,304 2 10	754 1 0	109 13 4	..	.....	.....	....

* None lodged. Application withdrawn.

SCHEDULE VIII—*continued.*

Land Board District and Land District.	Class of Land.	Section 26. No.	Section 26. Area. a. r. p.	Section 26. Deposit. £ s. d.	Section 26. Survey Fee. £ s. d.	Section 42. No.	Section 42. Area. a. r. p.	Section 42. Deposit. £ s. d.	Section 42. Survey Fee. £ s. d.	Section 47. No.	Section 47. Area. a. r. p.	Section 47. Deposit. £ s. d.	Section 47. Survey Fee. £ s. d.
Grafton—													
Bellingen	Ordinary lands	18	1,263 0 0	126 0 0	82 17 6	3	201 0 0	20 2 0	11 6 4	..	.....	.....	....
	Special areas	3	579 0 0	86 17 0	19 7 6	..	.....	.....	.....	..	.....	.....	....
Casino	Ordinary lands	5	582 0 0	58 4 0	26 10 0	1	248 0 0	24 16 0	2 0 0	1	120 0 0	24 0 0	6 10 0
	Special areas	..	.....	.....	.....	1	175 1 0	26 5 0	4 13 0	..	.....	.....	....
Grafton	Ordinary lands	8	500 0 0	50 0 0	36 5 0	3	241 0 0	24 2 0	0 18 0	..	.....	.....	....
	Special areas	4	256 2 20	47 12 6	18 4 0	2	287 0 0	34 11 0	8 5 0	..	.....	.....	....
Kempsey	Ordinary lands	3	530 0 0	53 0 0	35 13 0	2	320 2 0	34 1 0	0 3 9	1	160 0 0	32 0 0	4 10 0
Lismore	Ordinary lands	1	40 0 0	4 0 0	4 0 0	1	76 1 0	7 12 0	3 15 0	..	.....	.....	....
	Special areas	22	1,227 3 29½	401 18 7	87 4 2	2	207 0 0	35 15 0	7 15 8	..	.....	.....	....
Murwillumbah	Ordinary lands	1	100 0 0	10 0 0	5 5 0	4	409 2 0	40 10 0	15 9 5	1	50 0 0	10 0 0	4 5 0
	Special areas	12	771 1 0	154 6 0	56 2 6	1	19 1 20	3 17 0	2 5 0	..	.....	.....	....
Port Macquarie	Ordinary lands	3	349 0 0	34 18 0	16 7 0	3	290 0 0	28 0 0	10 17 0	1	94 0 0	18 16 0	5 5 0
	Special areas	1	100 0 0	15 0 0	5 5 0	..	.....	.....	.....	..	.....	.....	....
Hay—													
Deniliquin	Ordinary lands	..	.....	.....	.....	11	4,900 0 0	492 18 0	68 1 6	..	.....	.....	....
	Special areas	20	8,540 0 0	1,478 6 2	174 7 6	14	2,793 3 0	336 5 2	62 18 5	1	320 0 0	112 0 0	8 0 0
Hay	Ordinary lands	5	2,969 3 0	296 19 6	40 18 9	6	722 2 0	72 5 0	21 10 1	..	.....	.....	....
Hillston	Ordinary lands	..	.....	.....	.....	1	45 0 0	4 10 0	3 1 11	..	.....	.....	....
Maitland—													
Cassilis	Ordinary lands	14	1,190 0 0	119 0 0	69 2 6	40	4,674 1 0	467 3 6	149 16 7	1	120 0 0	24 0 0	5 10 0
	Special areas	1	112 2 0	16 17 6	5 10 0	2	640 0 0	128 0 0	12 0 0	..	.....	.....	....
Dungog	Ordinary lands	2	329 1 0	32 18 6	11 15 0	1	260 2 0	25 1 0	5 10 5	..	.....	.....	....
Gosford	Ordinary lands	7	522 3 0	63 5 6	33 6 0	2	80 0 0	8 0 0	6 0 0	1	40 0 0	8 0 0	4 0 0
	Special areas	10	111 0 26	22 5 4	20 5 4	..	.....	.....	.....	..	.....	.....	....
Maitland	Ordinary lands	2	140 0 0	14 0 0	9 5 0	1	40 0 0	4 0 0	3 0 0	..	.....	.....	....
	Special areas	2	63 1 30	15 17 6	7 4 0	1	20 3 0	4 3 0	2 5 0	1	78 0 0	23 8 0	5 0 0
Muswellbrook	Ordinary lands	7	340 0 0	34 0 0	29 5 0	11	660 0 0	66 0 0	30 18 0	..	.....	.....	....
	Special areas	7	610 1 0	152 11 3	34 17 6	1	79 0 0	19 15 0	3 15 0	..	.....	.....	....
Newcastle	Ordinary lands	1	60 0 0	6 0 0	4 10 0	..	.....	.....	.....	..	.....	.....	....
	Special areas	6	320 2 0	54 1 9	25 5 0	..	.....	.....	.....	..	.....	.....	....
Paterson	Ordinary lands	1	40 0 0	4 0 0	4 0 0	1	120 0 0	12 0 0	4 2 6	..	.....	.....	....
	Special areas	..	.....	.....	.....	1	119 3 0	17 19 3	4 2 0	..	.....	.....	....
Raymond Terrace	Ordinary lands	2	175 2 0	17 11 0	10 3 9	..	.....	.....	.....	..	.....	.....	....
Scone	Ordinary lands	25	5,177 0 0	517 14 0	103 12 0	17	2,382 2 0	233 5 0	71 13 0	..	.....	.....	....
	Special areas	4	443 2 0	66 10 6	21 2 6	..	.....	.....	.....	..	.....	.....	....
Singleton	Ordinary lands	4	180 0 0	18 0 0	16 19 0	5	527 3 0	52 15 6	19 15 9	..	.....	.....	....
	Special areas	..	.....	.....	.....	1	80 0 0	16 0 0	5 0 0	..	.....	.....	....
Stroud	Ordinary lands	4	220 0 0	22 0 0	17 5 0	6	506 0 0	50 12 0	21 15 1	..	.....	.....	....
Taree	Ordinary lands	10	952 0 0	95 4 0	31 0 0	2	80 0 0	8 0 0	6 0 0	..	.....	.....	....
	Special areas	2	92 1 0	28 8 9	8 7 6	..	.....	.....	.....	..	.....	.....	....
Wollombi	Ordinary lands	3	220 0 0	22 0 0	14 5 0	..	.....	.....	.....	..	.....	.....	....
Moree—													
Bingara	Ordinary lands	13	2,600 0 0	200 0 0	76 0 0	14	3,218 0 0	321 16 0	64 0 10	..	.....	.....	....
	Special areas	1	60 0 0	15 0 0	4 10 0	1	171 0 0	25 13 0	4 13 9	..	.....	.....	....
Moree	Ordinary lands	43	19,660 2 0	1,965 13 0	387 7 6	50	21,277 1 0	2,127 14 6	193 11 5	..	.....	.....	....
	Special areas	5	1,668 1 0	291 18 9	32 17 6	2	381 2 0	164 10 3	17 3 2	..	.....	.....	....
Walgett	Ordinary lands	17	8,320 0 0	832 0 0	137 15 0	9	2,687 0 0	268 14 0	49 4 6	..	.....	.....	....
	Special areas	..	.....	.....	.....	1	640 0 0	96 0 0	8 1 3	..	.....	.....	....
Warialda	Ordinary lands	18	2,393 0 0	239 16 0	100 5 0	17	2,650 1 0	265 0 0	68 12 1	..	.....	.....	....
Orange—													
Bathurst	Ordinary lands	6	546 0 0	54 12 0	29 7 6	10	1,287 0 0	123 14 0	37 5 8	..	.....	.....	....
	Special areas	3	336 2 0	70 3 0	16 2 6	1	61 0 0	15 5 0	3 9 5	..	.....	.....	....
Carcoar	Ordinary lands	8	820 0 0	82 0 0	38 10 0	13	783 0 0	78 0 0	43 4 5	..	.....	.....	....
Cowra	Ordinary lands	..	.....	.....	.....	6	426 2 0	42 13 0	18 0 1	..	.....	.....	....
	Special areas	23	2,287 0 30	331 17 4	121 2 0	7	699 1 30	167 10 6	34 12 0	1	137 0 0	34 16 0	6 15 0
Lithgow	Ordinary lands	5	320 1 0	32 0 6	20 12 6	3	206 0 0	20 12 0	10 4 5	3	100 0 0	32 0 0	13 0 0
Molong	Ordinary lands	20	2,377 0 0	237 14 0	106 7 0	10	1,867 3 0	186 15 6	42 14 0	1	224 0 0	44 16 0	5 3 2
	Special areas	9	1,711 2 0	272 2 9	57 12 6	3	289 0 0	62 11 0	10 18 8	..	.....	.....	....
Mudgee	Ordinary lands	23	3,230 0 0	323 0 0	124 7 0	26	2,206 1 0	226 12 6	84 18 9	..	.....	.....	....
	Special areas	9	620 0 0	139 10 0	42 0 0	..	.....	.....	.....	..	.....	.....	....
Orange	Ordinary lands	2	150 0 0	15 0 0	9 10 0	3	258 3 0	25 17 0	5 6 0	..	.....	.....	....
	Special areas	..	.....	.....	.....	1	46 2 0	14 0 6	3 3 9	..	.....	.....	....
Rylstone	Ordinary lands	17	1,652 0 0	165 4 0	85 17 6	14	1,122 2 0	112 5 0	45 0 0	..	.....	.....	....
	Special areas	2	265 0 0	52 10 0	11 10 0	2	129 0 0	26 16 0	6 18 0	..	.....	.....	....
Wellington	Ordinary lands	7	1,258 3 0	125 17 6	43 7 6	13	1,575 0 0	157 10 0	42 2 1	..	.....	.....	....
	Special areas	2	531 3 0	79 15 3	14 15 0	1	103 1 0	10 4 9	4 0 3	..	.....	.....	....
Sydney—													
Campbelltown	Ordinary lands	1	80 0 0	8 0 0	5 0 0	6	5,440 0 0	544 0 0	36 15 0	1	40 0 0	8 0 0	4 0 0
	Special areas	5	280 0 0	42 10 0	21 15 0	1	60 0 0	10 10 0	3 7 6	..	.....	.....	....
Kiama	Ordinary lands	..	.....	.....	.....	1	50 0 0	5 0 0	.....	..	.....	.....	....
Nowra	Ordinary lands	5	245 3 0	24 12 0	21 5 0	2	81 1 0	8 2 6	6 1 11	2	110 0 0	22 0 0	8 15 0
Parramatta	Ordinary lands	2	100 0 0	10 0 0	8 10 0	1	64 0 0	6 5 0	3 9 5	2	150 0 0	30 0 0	9 15 0
Penrith	Ordinary lands	..	.....	.....	.....	..	.....	.....	.....	6	221 3 0	56 7 0	20 12 6
Picton	Ordinary lands	22	1,500 0 0	150 0 0	98 12 0	10	999 3 0	99 10 6	32 13 9	..	.....	.....	....
	Special areas	4	251 3 20	40 15 0	16 4 0	..	.....	.....	.....	1	40 0 0	16 0 0	4 0 0
Windsor	Ordinary lands	10	542 2 0	54 5 0	43 5 0	2	115 0 0	11 10 0	6 13 2	6	253 3 0	56 15 0	25 5 0
	Special areas	26	977 1 0	346 1 10	90 18 0	1	38 1 0	11 9 6	3 10 0	..	.....	.....	....
Tamworth—													
Goonabarrabran	Ordinary lands	7	1,925 0 0	192 10 0	49 12 0	15	2,102 0 0	210 4 0	62 13 10	..	.....	.....	....
Gunnedah	Ordinary lands	10	2,915 0 0	294 10 0	71 15 0	12	1,952 3 0	195 5 6	45 7 8	..	.....	.....	....
	Special areas	13	701 1 34	168 8 1	50 2 0	2	496 0 0	60 18 0	9 16 11	..	.....	.....	....
Murrurundi	Ordinary lands	4	533 0 0	53 6 0	22 5 0	16	1,399 2 0	139 19 0	45 11 4	..	.....	.....	....
	Special areas	4	976 3 0	164 2 0	27 12 6	6	1,150 2 0	242 12 0	28 10 1	..	.....	.....	....
Narrabri	Ordinary lands	31	9,018 0 0	901 16 0	224 10 0	44	39,842 3 0	3,982 5 0	305 2 7	..	.....	.....	....
	Special areas	12	1,973 1 32	340 13 7	58 0 2	6	979 2 0	148 5 3	27 3 11	..	.....	.....	....
Tamworth	Ordinary lands	68	8,001 0 0	800 2 0	320 10 0	57	8,901 1 0	890 2 6	158 5 0	..	.....	.....	....
	Special areas	47	5,326 0 19	1,459 6 0	207 14 0	31	5,614 1 30	1,173 10 10	144 10 6	..	.....	.....	....
Wagga Wagga—													
Albury	Ordinary lands	2	30 0 30	8 0 4	8 2 6	2	1,425 0 0	142 10 0	16 17 6	..	.....	.....	....
	Special areas	6	858 2 20	220 14 3	33 10 0	7	1,463 2 10	356 5 9	31 10 2	..	.....	.....	....
Cootamundra	Ordinary lands	5	839 2 0	85 10 0	28 7 6	4	502 2 0	50 5 0	16 13 9	..	.....	.....	....
	Special areas	27	767 3 20	210 7 4	91 18 8	..	.....	.....	.....	..	.....	.....	....
Cootamundra Central.	Ordinary lands	1	320 0 0	32 0 0	8 0 0	..	.....	.....	.....	..	.....	.....	....
Corowa	Ordinary lands	2	710 0 0	71 0 0	16 12 6	6	1,118 1 0	111 6 6	28 6 4	..	.....	.....	....
Gundagai	Ordinary lands	5	838 0 0	83 16 0	30 2 6	18	1,808 1 0	180 16 0	60 11 1	3	144 2 0	28 18 0	11 10 0
	Special areas	2	294 1 0	25 2 9	11 2 6	1	84 0 0	12 12 0	3 16 11	..	.....	.....	....
Narrandera	Ordinary lands	1	50 0 0	5 0 0	4 5 0	..	.....	.....	.....	..	.....	.....	....
	Special areas	6	2,095 0 0	372 10 3	48 15 0	1	180 0 0	31 10 0	4 15 8	..	.....	.....	....
Tumbarumba	Ordinary lands	*4	275 2 0	27 11 0	20 2 6	2	360 0 0	36 0 0	9 0 0	..	.....	.....	....
	Special areas	15	1,280 0 0	205 0 0	30 0 0	..	.....	.....	.....	..	.....	.....	....
Tumbarumba North.	Ordinary lands	1	50 0 0	5 0 0	4 5 0	..	.....	.....	.....	..	.....	.....	....
Tumut	Ordinary lands	..	.....	.....	.....	5	646 0 0	64 12 0	20 10 8	..	.....	.....	....
Urana	Ordinary lands	1	640 0 0	64 0 0	10 15 0	1	1,757 1 0	175 14 6	12 3 9	..	.....	.....	....
	Special areas	15	5,128 2 0	897 9 0	129 12 6	3	357 2 0	62 11 3	9 1 11	..	.....	.....	....
Wagga Wagga	Ordinary lands	5	872 3 0	87 5 6	28 10 0	7	1,208 3 0	120 17 6	30 4 0	..	.....	.....	....
	Special areas	11	2,793 2 0	626 1 0	74 12 6	5	1,089 2 0	291 5 8	28 10 0	..	.....	.....	....
	Grand Total	1,462	201,419 2 24¾	27,336 16 9¾	7,090 0 8	1,099	208,662 3 26	24,129 4 3	4,421 12 0	58	4,272 2 0	973 1 0	250 10 8

* One-half of one of these conditional purchases is included in special areas. † One-half of one of these conditional purchases is included in ordinary lands—total survey fee paid on area shown against ordinary conditional purchase.

SCHEDULE IX.

CONDITIONAL PURCHASES (Ordinary and within Special Areas) applied for in each Division, Land Board, and Land District, during the year 1894.

Local Land Board District.	Land District.	Section 28. No.	Section 28. Area.	Section 42. No.	Section 42. Area.	Section 47. No.	Section 47. Area.	Total No. of Applications.	Total Area applied for.
EASTERN DIVISION.			a. r. p.		a. r. p.		a. r. p.		a. r. p.
Armidale	Armidale	38	3,828 2 20	20	3,413 3 0	1	40 0 0	59	7,282 1 20
	Glen Innes	7	300 3 0	7	607 3 0	...	...	14	908 2 0
	Inverell	43	5,583 3 30	41	4,800 0 24	...	...	84	10,384 0 14
	Tenterfield	38	4,942 0 0	24	1,904 0 0	1	40 0 0	63	6,885 0 0
	Walcha	1	100 0 0	5	559 2 0	...	...	6	659 2 0
Cooma	Bega	19	1,482 0 0	8	414 0 0	2	120 0 0	29	2,016 0 0
	Bombala	28	2,580 0 0	33	4,129 0 0	...	...	61	6,709 0 0
	Braidwood	32	3,424 1 0	16	1,593 0 0	3	120 0 0	51	5,137 1 0
	Cooma	38	3,767 0 0	64	6,483 2 0	1	160 2 0	103	10,411 0 0
	Eden	7	406 0 0	13	827 3 30	5	393 0 0	25	1,626 3 30
	Milton	6	495 0 0	4	485 0 0	1	40 0 0	11	970 0 0
	Moruya	23	1,415 1 0	18	943 1 0	2	96 0 0	42	2,454 2 0
	Queanbeyan	25	2,102 0 30	23	1,394 1 20	...	...	48	3,496 2 10
Goulburn	Burrowa	11	1,538 0 0	22	2,694 1 0	...	...	33	4,232 1 0
	Goulburn	21	1,485 1 0	19	1,030 0 0	...	...	40	2,515 1 0
	Gunning	20	1,214 2 0	6	246 0 0	...	...	26	1,460 2 0
	Mossvale	12	1,432 0 0	12	855 0 0	4	350 0 0	28	2,637 0 0
	Yass	15	1,509 1 0	9	508 0 0	...	...	24	2,017 1 0
	Young	77	5,432 1 19½	32	4,747 1 10	...	...	109	10,179 2 29½
Grafton	Bellingen	21	1,842 0 0	3	261 0 0	...	...	24	2,103 0 0
	Casino	5	582 0 0	2	423 1 0	1	120 0 0	8	1,125 1 0
	Grafton	12	756 3 20	5	478 0 0	...	...	17	1,234 3 20
	Kempsey	8	530 0 0	2	330 2 0	1	160 0 0	11	1,020 2 0
	Lismore	23	1,267 3 29½	3	283 1 0	...	...	26	1,551 0 29½
	Murwillumbah	13	871 1 0	5	424 3 20	1	50 0 0	19	1,350 0 20
	Port Macquarie	4	449 0 0	3	280 0 0	1	94 0 0	8	823 0 0
Maitland	Cassilis	15	1,302 2 0	42	5,314 1 0	1	120 0 0	58	6,736 3 0
	Dungog	2	329 1 0	1	260 2 0	...	...	3	589 3 0
	Gosford	17	633 3 26	2	80 0 0	1	40 0 0	20	753 3 26
	Maitland	4	203 1 30	2	60 3 0	1	78 0 0	7	342 0 30
	Muswellbrook	14	950 1 0	12	739 0 0	...	...	26	1,689 1 0
	Newcastle	7	340 2 0	...	...	...	...	7	340 2 0
	Paterson	1	40 0 0	2	239 3 0	...	...	3	279 3 0
	Raymond Terrace	2	175 2 0	...	...	...	...	2	175 2 0
	Scone	29	5,620 2 0	17	2,383 2 0	...	...	46	8,003 0 0
	Singleton	4	180 0 0	6	607 3 0	...	...	10	787 3 0
	Stroud	4	220 0 0	6	506 0 0	...	...	10	726 0 0
	Taree	21	1,044 1 0	2	80 0 0	...	...	23	1,124 1 0
	Wollombi	3	220 0 0	...	...	...	...	3	220 0 0
Orange	Bathurst	9	881 2 0	11	1,348 0 0	...	...	20	2,229 2 0
	Carcour	8	620 0 0	13	783 0 0	...	...	21	1,403 0 0
	Cowra	28	2,287 0 30	13	1,125 3 30	1	137 0 0	42	3,550 0 20
	Lithgow	5	220 1 0	3	206 0 0	3	160 0 0	11	586 1 0
	Molong	29	4,088 2 0	19	2,156 3 0	1	224 0 0	49	6,469 1 0
	Mudgee	32	3,860 0 0	26	2,266 1 0	...	...	58	6,116 1 0
	Orange	2	150 0 0	4	305 2 0	...	...	6	455 2 0
	Rylstone	19	1,917 0 0	16	1,251 2 0	...	...	35	3,168 2 0
	Wellington	9	1,790 2 0	14	1,683 1 0	...	...	23	3,473 3 0
Sydney	Campbelltown	6	360 0 0	7	5,500 0 0	1	40 0 0	14	5,900 0 0
	Kiama	...	...	1	50 0 0	...	...	1	50 0 0
	Nowra	5	245 3 0	2	81 1 0	2	110 0 0	9	437 0 0
	Parramatta	2	100 0 0	1	64 0 0	2	150 0 0	5	314 0 0
	Penrith	...	...	...	...	6	281 3 0	6	281 3 0
	Picton	26	1,751 3 20	10	989 3 0	1	40 0 0	37	2,791 2 20
	Windsor	36	1,519 3 0	3	153 1 0	6	283 3 0	45	1,956 3 0
Tamworth	Murrurundi	8	1,489 3 0	22	2,550 0 0	...	...	30	4,039 3 0
	Tamworth	100	14,227 0 19	88	14,515 2 30	...	...	188	28,742 3 9
Wagga Wagga	Albury	8	938 3 10	9	2,868 3 10	...	...	17	3,807 2 20
	Cootamundra	32	1,627 1 20	4	502 2 0	...	...	36	2,129 3 20
	Gundagai	7	1,072 1 0	19	1,392 1 0	3	144 2 0	29	2,609 0 0
	Tumbarumba	9	1,595 2 0	2	300 0 0	...	...	11	1,895 2 0
	Tumut	...	...	5	646 0 0	...	...	5	646 0 0
Forbes	Burmedman East	5	1,180 0 0	1	63 0 0	...	...	6	1,243 0 0
TOTAL EASTERN		1,054	102,450 2 23¾	784	91,212 3 14	53	3,592 2 0	1,891	197,255 3 37¾
CENTRAL DIVISION.									
Bourke	Brewarrina East	6	3,840 0 0	1	350 0 0	...	...	7	4,190 0 0
Dubbo	Dubbo	20	1,810 2 0	11	1,111 2 0	...	...	31	2,922 0 0
	Coonamble	29	7,030 3 0	34	8,427 2 0	...	...	63	15,458 1 0
	Nyngan	8	1,238 2 24	1	1,782 3 0	1	40 0 0	10	3,061 1 24
	Warren	11	885 2 0	20	4,046 2 0	1	320 0 0	32	5,251 0 0
Forbes	Barmedman	4	695 0 0	1	40 0 0	...	...	5	735 0 0
	Condobolin	8	1,426 0 36	3	452 2 0	...	...	11	1,878 2 36
	Forbes	25	2,428 0 34	18	7,384 1 0	...	...	43	9,812 1 34
	Grenfell	5	857 0 15	1	560 0 0	...	...	6	1,417 0 15
	Parkes	53	5,732 3 26	16	1,795 2 12	...	...	69	7,528 1 38
Hay	Deniliquin	20	8,549 0 0	25	7,302 3 0	1	320 0 0	46	16,171 3 0
	Hay	5	2,969 3 0	6	722 2 0	...	...	11	3,692 1 0
	Hillston	...	...	1	45 0 0	...	...	1	45 0 0

SCHEDULE IX—*continued.*

Local Land Board District.	Land District.	Section 26. No.	Section 26. Area.	Section 42. No.	Section 42. Area.	Section 47. No.	Section 47. Area.	Total No. of Applications.	Total Area applied for.
CENTRAL DIVISION—*continued.*			a. r. p.		a. r. p.		a. r. p.		a. r. p.
Moree	Bingara	14	2,660 0 0	15	3,989 0 0	...	...	29	6,449 0 0
	Moree	49	21,324 3 0	33	22,158 3 0	...	...	81	43,483 2 0
	Walgett	17	6,320 0 0	10	3,277 0 0	...	...	27	9,597 0 0
	Warialda	18	2,398 0 0	17	2,650 1 0	...	...	35	5,048 1 0
Tamworth	Coonabarabran	7	1,925 0 0	15	2,102 0 0	...	...	22	4,027 0 0
	Gunnedah	23	3,706 1 34	14	2,358 3 0	...	...	37	6,065 0 34
	Narrabri	43	10,991 1 32	50	40,793 1 0	...	...	93	51,784 2 32
Wagga Wagga	Cootamundry Central	1	320 0 0	...	...	...	...	1	320 0 0
	Corowa	2	710 0 0	6	1,113 1 0	...	...	8	1,823 1 0
	Narrandera	7	2,115 0 0	1	180 0 0	...	...	8	2,295 0 0
	Tumberumba North	1	50 0 0	...	...	...	...	1	50 0 0
	Urana	16	5,768 2 0	3	2,114 3 0	...	...	19	7,883 1 0
	Wagga Wagga	16	3,656 1 0	12	2,877 1 0	...	...	28	6,533 2 0
TOTAL CENTRAL		407	98,809 0 1	314	117,034 0 12	3	680 0 0	724	216,523 0 13
WESTERN DIVISION.									
Bourke	Brewarrina	1	160 0 0	1	416 0 0	...	...	2	576 0 0
TOTAL WESTERN		1	160 0 0	1	416 0 0	...	...	2	576 0 0
SUMMARY.									
Eastern Division		1,054	102,450 2 23¾	784	91,212 3 14	53	3,592 2 0	1,891	197,255 3 37¾
Central Division		407	98,809 0 1	314	117,034 0 12	3	680 0 0	724	216,523 0 13
Western Division		1	160 0 0	1	416 0 0	...	...	2	576 0 0
TOTAL		1,462	201,419 2 24¾	1,099	208,662 3 26	56	4,272 2 0	2,617	414,355 0 10¾

SCHEDULE X.

RETURN showing the Number and Area of Conditional Purchases applied for during 1894, and the amount of Deposits received.

Ordinary Conditional Purchases. No.	Area.	Deposit.	Section.	Special Area Conditional Purchases. No.	Area.	Deposit.	Section.
	a. r. p.	£ s. d.			a. r. p.	£ s. d.	
830	192,238 3 30	13,223 18 4	26	632	69,180 2 34⅔	14,112 18 5½	26
858	170,802 0 24	17,080 4 4	42	241	37,860 3 2	7,048 19 11	42
49	3,424 0 0	684 16 0	47	7	848 2 0	288 5 0	47
1,737	306,465 0 14	30,988 18 8		880	107,889 3 36⅔	21,450 3 4½	

SUMMARY of Number and Area of Conditional Purchases applied for from the year 1862 to 1894 inclusive.

Years.	Applied for. No.	Applied for. Area.	Years.	Applied for. No.	Applied for. Area.
		a. r. p.			a. r. p.
1862 to 1869	27,994	2,161,390 2 2	1883	10,674	1,617,712 0 7
1870	4,471	329,318 1 2	1884	10,657	1,453,937 0 33
1871	4,751	358,682 2 8	1885	5,377	1,165,361 1 20
1872	8,281	749,586 3 0	1886	6,080	963,196 2 27
1873	13,417	1,391,719 0 0	1887	4,769	793,004 0 31
1874	14,510	1,586,282 0 0	1888	5,364	865,199 0 38
1875	14,517	1,756,678 0 0	1889	6,205	903,159 2 9
1876	12,654	1,984,212 0 0	1890	8,526	1,713,577 1 0
1877	12,009	1,699,816 0 0	1891	6,153	1,303,094 0 12
1878	12,602	1,588,247 3 18	1892	4,396	816,399 1 19
1879	7,540	924,136 1 0	1893	3,393	533,805 2 4
1880	8,583	1,147,001 2 39	1894	2,617	414,355 0 10¾
1881	14,220	2,329,202 0 15			
1882	14,606	2,392,217 2 35	Total	244,366	32,941,282 1 9¾

SCHEDULE XI.

Return showing the Number and Area of Conditional Purchase Applications Confirmed or Disallowed during 1894.

Land Board and Land District.	Class of Application.		Applications made during 1894. Confirmed. No.	a. r. p.	Disallowed. No.	a. r. p.	Applications made prior to 1st January, 1894. Confirmed. No.	a. r. p.	Disallowed. No.	a. r. p.	Total. Confirmed. No.	a. r. p.	Disallowed. No.	a. r. p.
Armidale.														
Armidale	Ordinary land	Original	12	1,022 1 0	2	87 0 0	15	2,387 0 0	2	150 0 0	27	4,009 1 0	4	237 0 0
		Additional	5	869 0 0	3	520 0 0	12	901 0 0	4	435 2 0	17	1,870 0 0	7	1,005 2 0
Do	Special area	Original	5	374 3 20	2	60 0 0	4	460 0 0	..	.....	9	834 3 20	2	60 0 0
		Additional	1	320 0 0	..	.....	4	523 2 0	1	150 0 0	5	843 2 0	1	150 0 0
		Non-residential	..	.....	1	40 0 0	..	.....	..	.....	..	.....	1	40 0 0
Glen Innes	Ordinary land	Original	1	40 0 0	2	200 3 0	6	590 0 0	..	.....	7	630 0 0	2	100 3 0
		Additional	3	280 3 0	1	60 3 0	3	431 3 0	..	.....	6	682 2 0	1	60 3 0
Do	Special area	Original	2	80 0 0	1	40 0 0	..	.....	..	.....	2	80 0 0	1	40 0 0
		Additional	1	42 3 0	..	.....	..	.....	..	.....	1	42 3 0	..	.....
Inverell	Ordinary land	Original	4	275 2 0	10	1,225 2 0	10	1,851 0 0	3	240 0 0	14	2,126 2 0	13	1,465 2 0
		Additional	9	983 2 24	5	708 0 0	12	1,843 3 0	4	423 2 24	21	2,777 1 24	9	1,131 2 24
Do	Special area	Original	8	713 2 30	1	205 3 0	2	268 0 0	..	.....	10	981 2 30	1	205 3 0
		Additional	3	505 2 0	2	200 0 0	1	160 0 0	1	165 0 0	4	665 2 0	3	365 0 0
Tenterfield	Ordinary land	Original	10	840 0 0	5	480 0 0	12	1,785 2 0	..	.....	22	2,625 2 0	5	480 0 0
		Additional	8	696 1 0	2	90 0 0	7	753 0 0	..	.....	15	1,449 1 0	2	90 0 0
Do	Special area	Original	..	.....	..	.....	2	850 0 0	..	.....	2	850 0 0	..	.....
Walcha	Ordinary land	Original	..	.....	..	.....	2	150 0 0	..	.....	2	150 0 0	..	.....
		Additional	2	212 0 0	..	.....	1	40 0 0	..	.....	3	252 0 0	..	.....
	Ordinary land	Original	27	2,777 3 0	19	1,893 1 0	45	6,703 2 0	5	390 0 0	72	9,541 1 0	24	2,283 1 0
		Additional	27	3,071 2 24	11	1,378 3 0	35	3,959 2 0	8	909 0 24	62	7,031 0 24	19	2,287 3 24
	Total		54	5,840 1 24	30	3,272 0 0	80	10,723 0 0	13	1,299 0 24	134	16,572 1 24	43	4,571 0 24
	Special area	Original	15	1,168 2 10	4	305 3 0	8	1,578 0 0	..	.....	23	2,746 2 10	4	305 3 0
		Additional	5	868 1 0	2	200 0 0	5	683 2 0	2	315 0 0	10	1,551 3 0	4	515 0 0
		Non-residential	..	.....	1	40 0 0	..	.....	..	.....	..	.....	1	40 0 0
	Total		20	2,036 3 10	7	545 3 0	13	2,261 2 0	2	315 0 0	33	4,298 1 10	9	860 3 0
	Grand Total		74	7,876 0 34	37	3,817 3 0	93	12,984 2 0	15	1,614 0 24	167	20,870 2 34	52	5,431 3 24
Bourke.														
Brewarrina East	Ordinary land	Original	3	1,603 0 0	..	.....	4	2,240 0 0	..	.....	7	3,843 0 0	..	.....
		Additional	1	317 0 0	..	.....	..	.....	..	.....	1	317 0 0	..	.....
Brewarrina	Ordinary land	Additional	..	.....	1	416 0 0	..	.....	1	1,660 0 0	..	.....	2	2,076 0 0
Do	Special area	Original	1	160 0 0	..	.....	..	.....	..	.....	1	160 0 0	..	.....
	Ordinary land	Original	3	1,603 0 0	..	.....	4	2,240 0 0	..	.....	7	3,843 0 0	..	.....
		Additional	1	317 0 0	1	416 0 0	..	.....	1	1,660 0 0	1	317 0 0	2	2,076 0 0
	Total		4	1,920 0 0	1	416 0 0	4	2,240 0 0	1	1,660 0 0	8	4,160 0 0	2	2,076 0 0
	Special area	Original	1	160 0 0	..	.....	..	.....	..	.....	1	160 0 0	..	.....
	Total		1	160 0 0	..	.....	..	.....	..	.....	1	160 0 0	..	.....
	Grand Total		5	2,080 0 0	1	416 0 0	4	2,240 0 0	1	1,660 0 0	9	4,320 0 0	2	2,076 0 0
Cooma.														
Bega	Ordinary land	Original	7	490 0 0	1	60 0 0	2	80 0 0	..	.....	9	570 0 0	1	60 0 0
		Additional	5	283 2 0	1	40 0 0	5	253 0 0	..	.....	10	536 2 0	1	40 0 0
Do	Special area	Original	9	778 2 0	1	93 2 0	..	.....	..	.....	9	778 2 0	1	93 2 0
		Additional	1	93 2 0	..	.....	..	.....	..	.....	1	93 2 0	..	.....
Bombala	Ordinary land	Original	2	135 0 0	1	100 0 0	7	981 0 0	..	.....	9	1,116 0 0	1	100 0 0
		Additional	9	946 3 0	6	845 0 0	5	295 0 0	..	.....	14	1,241 3 0	6	845 0 0
Do	Special area	Original	16	1,081 0 0	1	40 0 0	7	227 3 0	..	.....	23	1,308 3 0	1	40 0 0
		Additional	2	278 2 0	5	857 3 0	2	469 1 0	..	.....	4	747 3 0	5	857 3 0
Braidwood	Ordinary land	Original	11	1,331 3 0	11	914 1 0	6	650 0 0	2	135 0 0	17	1,981 3 0	13	1,049 1 0
		Additional	5	600 0 0	6	728 0 0	4	279 0 0	1	100 0 0	9	939 0 0	7	828 0 0
		Non-residential	2	80 0 0	1	40 0 0	..	.....	..	.....	2	80 0 0	1	40 0 0
Do	Special area	Original	1	105 0 0	1	105 0 0	..	.....	..	.....	1	105 0 0	1	105 0 0
Cooma	Ordinary land	Original	7	672 2 0	1	100 0 0	9	480 0 0	1	100 0 0	16	1,152 2 0	2	200 0 0
		Additional	14	1,743 2 0	4	319 3 0	19	1,467 1 0	6	305 0 0	33	3,209 3 0	9	624 3 0
Do	Special area	Original	18	1,504 2 0	1	176 0 0	7	197 0 31	..	.....	25	1,701 2 31	1	176 0 0
		Additional	16	1,600 1 0	3	301 0 0	5	265 3 0	..	.....	20	1,926 0 0	3	301 0 0
		Non-residential	1	160 2 0	..	.....	..	.....	..	.....	1	160 2 0	..	.....
Eden	Ordinary land	Original	5	326 0 0	1	40 0 0	4	175 0 0	..	.....	9	501 0 0	1	40 0 0
		Additional	7	446 0 0	3	160 0 0	2	140 0 0	..	.....	9	586 0 0	3	160 0 0
		Non-residential	2	120 0 0	1	80 0 0	..	.....	..	.....	2	120 0 0	1	80 0 0
Do	Special area	Additional	..	.....	1	35 0 30	..	.....	..	.....	..	.....	1	35 0 30
		Non-residential	..	.....	1	73 0 0	..	.....	..	.....	..	.....	1	73 0 0
Milton	Ordinary land	Original	2	80 0 0	2	80 0 0	1	60 0 0	..	.....	3	140 0 0	2	80 0 0
		Additional	1	71 0 0	3	304 0 0	1	40 0 0	..	.....	2	111 0 0	3	304 0 0
		Non-residential	1	40 0 0	..	.....	..	.....	..	.....	1	40 0 0	..	.....
Do	Special area	Original	2	305 0 0	..	.....	1	75 0 0	..	.....	3	410 0 0	..	.....
Moruya	Ordinary land	Original	7	503 3 0	2	80 0 0	3	200 0 0	3	280 0 0	10	703 3 0	5	360 0 0
		Additional	5	230 0 0	5	200 0 0	11	606 0 0	..	.....	16	836 0 0	5	200 0 0
		Non-residential	1	41 1 0	1	48 0 0	..	.....	..	.....	1	41 1 0	1	48 0 0
Do	Special area	Original	8	581 3 0	..	.....	1	56 0 0	..	.....	9	637 3 0	..	.....
		Additional	2	179 0 0	1	133 0 0	..	.....	..	.....	2	179 0 0	1	133 0 0
Queanbeyan	Ordinary land	Original	8	649 3 0	7	615 0 0	12	770 0 0	2	80 0 0	20	1,419 3 0	9	695 0 0
		Additional	9	589 0 0	5	260 0 0	14	726 3 0	4	160 0 0	23	1,315 3 0	9	420 0 0
Do	Special area	Original	5	669 2 18	1	21 1 20	24	870 3 0	..	.....	30	1,539 1 18	1	21 1 20
		Additional	1	21 1 0	1	258 0 0	..	.....	..	.....	1	21 1 0	1	258 0 0
	Ordinary land	Original	49	4,103 3 0	26	1,989 1 0	44	3,396 0 0	8	585 0 0	93	7,589 3 0	34	2,484 1 0
		Additional	55	4,988 3 0	33	2,916 3 0	61	3,847 0 0	10	565 0 0	116	8,816 3 0	43	3,481 3 0
		Non-residential	6	281 1 0	3	168 0 0	..	.....	..	.....	6	281 1 0	3	168 0 0
	Total		110	9,443 3 0	62	4,074 0 0	105	7,243 0 0	18	1,150 0 0	215	16,686 3 0	80	6,134 0 0
	Special area	Original	59	5,654 1 18	5	435 3 20	40	1,486 2 31	..	.....	99	7,141 0 0	5	435 3 20
		Additional	21	2,232 2 0	11	1,564 3 30	7	735 0 0	..	.....	28	2,967 2 0	11	1,564 3 30
		Non-residential	1	160 2 0	1	73 0 0	..	.....	..	.....	1	160 2 0	1	73 0 0
	Total		81	8,047 1 18	17	2,003 3 10	47	2,221 2 31	..	.....	128	10,269 0 9	17	2,003 3 10
	Grand Total		191	17,491 0 18	79	7,067 3 10	152	9,464 2 31	18	1,150 0 0	343	26,955 3 9	97	8,227 3 10

SCHEDULE XI—*continued.*

Land Board and Land District.	Class of Application.		Applications made during 1894. Confirmed. No.	a. r. p.	Disallowed. No.	a. r. p.	Applications made prior to 1st January, 1894. Confirmed. No.	a. r. p.	Disallowed. No.	a. r. p.	Total. Confirmed. No.	a. r. p.	Disallowed. No.	a. r. p.
Dubbo.														
Coonamble	Ordinary land	Original	3	200 3 0	10	2,873 0 0	15	4,050 0 0	12	2,151 0 0	18	4,250 3 0	22	4,924 0 0
		Additional	7	1,199 1 0	2	356 0 0	14	3,956 2 0	1	1,845 0 0	21	5,155 3 0	3	2,201 0 0
Do	Special area	Original	1	40 0 0	..	.....	..	.....	..	.....	1	40 0 0	..	.....
Dubbo	Ordinary land	Original	7	528 0 0	5	486 2 0	33	4,335 2 10	7	1,707 1 0	40	4,863 2 10	12	2,192 2 0
		Additional	4	204 0 0	4	378 2 0	15	8,420 1 0	2	372 0 0	19	8,624 1 0	6	750 0 0
Do	Special area	Original	2	80 0 0	..	.....	..	.....	..	.....	2	80 0 0	..	.....
		Additional	1	40 0 0	..	.....	..	.....	..	.....	1	40 0 0	..	.....
Narrogin	Ordinary land	Original	..	.....	1	40 0 0	..	.....	..	.....	..	.....	1	40 0 0
		Additional	1	1,782 3 0	..	.....	..	.....	..	.....	1	1,782 3 0	..	.....
Do	Special area	Original	1	20 2 24	..	.....	..	.....	..	.....	1	20 2 24	..	.....
Warren	Ordinary land	Original	5	407 2 20	2	258 0 0	..	.....	..	.....	5	407 2 20	2	258 0 0
		Additional	2	1,080 0 0	9	1,134 2 0	..	.....	..	.....	2	1,080 0 0	9	1,134 2 0
		Non-residential	1	320 0 0	..	.....	..	.....	..	.....	1	320 0 0	..	.....
Do	Special area	Original	3	170 2 20	1	98 0 0	..	.....	..	.....	3	170 2 20	1	98 0 0
		Additional	1	640 0 0	..	.....	..	.....	..	.....	1	640 0 0	..	.....
	Ordinary land	Original	15	1,136 1 20	18	3,156 2 0	48	8,415 2 10	19	3,858 1 0	63	9,551 3 30	37	7,014 3 0
		Additional	14	4,266 0 0	15	1,860 0 0	29	12,376 3 0	3	2,217 0 0	43	16,642 3 0	18	4,086 0 0
		Non-residental	1	320 0 0	..	.....	..	.....	..	.....	1	320 0 0	..	.....
	Total		20	5,722 1 20	33	5,025 2 0	77	20,792 1 10	22	6,075 1 0	107	26,514 2 30	55	11,100 3 0
	Special area	Original	7	311 1 4	1	98 0 0	..	.....	..	.....	7	311 1 4	1	98 0 0
		Additional	2	680 0 0	..	.....	..	.....	..	.....	2	680 0 0	..	.....
	Total		9	991 1 4	1	98 0 0	..	.....	..	.....	9	991 1 4	1	98 0 0
	Grand Total		29	6,713 2 24	34	5,123 2 0	77	20,792 1 10	22	6,075 1 0	116	27,505 3 34	56	11,198 2 0
Forbes.														
Barmedman	Ordinary land	Original	2	505 0 0	..	.....	5	1,144 2 0	1	100 0 0	7	1,649 2 0	1	100 0 0
		Additional	1	40 0 0	..	.....	6	1,205 3 0	..	.....	7	1,245 3 0	..	.....
		Non-residential	..	.....	..	.....	..	.....	1	320 0 0	..	.....	1	320 0 0
Do	Special area	Original	1	110 0 0	..	.....	1	391 2 0	3	1,000 0 0	2	501 2 0	3	1,000 0 0
Barmedman East	Ordinary land	Original	4	940 0 0	..	.....	1	80 0 0	..	.....	5	1,020 0 0	..	.....
		Additional	..	.....	1	63 0 0	1	58 3 0	..	.....	1	58 3 0	1	63 0 0
Do	Special area	Original	..	.....	..	.....	2	200 0 0	1	240 0 0	2	200 0 0	1	240 0 0
Condobolin	Ordinary land	Original	5	1,295 0 0	..	.....	6	681 0 0	1	160 0 0	10	1,976 0 0	1	160 0 0
		Additional	1	163 2 0	1	84 0 0	2	154 0 0	2	1,245 0 0	3	322 2 0	3	1,329 0 0
Do	Special area	Original	2	33 0 36	1	20 0 0	..	.....	1	20 0 0	2	33 0 36	2	40 0 0
		Additional	..	.....	..	.....	1	334 0 0	..	.....	1	334 0 0	..	.....
Forbes	Ordinary land	Original	2	92 2 0	2	1,280 0 0	..	.....	1	40 0 0	2	92 2 0	3	1,320 0 0
		Additional	2	712 0 0	1	140 1 0	4	917 2 0	..	.....	6	1,629 2 0	1	140 1 0
Do	Special area	Original	18	656 2 34	3	1,029 1 0	3	330 0 0	1	5 0 0	21	986 2 34	4	1,034 1 0
		Additional	2	202 2 0	2	80 2 0	1	25 0 0	..	.....	3	227 3 0	2	80 2 0
Grenfell	Ordinary land	Original	1	45 0 0	1	547 0 0	..	.....	..	.....	1	45 0 0	1	547 0 0
		Additional	..	.....	1	560 0 0	..	.....	..	.....	..	.....	1	560 0 0
Do	Special area	Original	2	65 0 15	..	.....	1	67 0 0	..	.....	3	132 0 15	..	.....
Parkes	Ordinary land	Original	4	1,205 0 0	3	650 0 0	..	.....	1	640 0 0	4	1,205 0 0	4	1,190 0 0
		Additional	4	675 3 0	..	.....	4	631 1 0	..	.....	8	1,307 0 0	..	.....
Do	Special area	Original	36	2,530 1 26	3	64 0 0	2	104 0 0	..	.....	38	2,731 1 26	3	64 0 0
		Additional	5	770 3 12	3	183 1 0	2	139 0 0	..	.....	7	950 3 12	3	153 1 0
	Ordinary land	Original	18	4,082 2 0	6	2,377 0 0	11	1,895 2 0	1	940 0 0	29	5,968 0 0	10	3,317 0 0
		Additional	3	1,596 1 0	4	347 1 0	17	2,967 1 0	2	1,245 0 0	25	4,563 2 0	6	2,592 1 0
		Non-residential	..	.....	..	.....	..	.....	1	320 0 0	..	.....	1	320 0 0
	Total		20	5,678 3 0	10	3,224 1 0	28	4,772 3 0	7	2,505 0 0	54	10,451 2 0	17	5,729 1 0
	Special area	Original	59	3,546 1 31	7	1,119 1 0	9	1,092 2 0	6	1,285 0 0	68	4,637 3 31	13	2,234 1 0
		Additional	7	973 1 12	5	263 2 0	4	589 0 0	..	.....	11	1,562 1 12	5	263 3 0
	Total		66	4,518 3 3	12	1,383 0 0	13	1,681 2 0	6	1,285 0 0	79	6,200 1 3	18	2,648 0 0
	Grand Total		92	10,197 2 3	22	4,607 1 0	41	6,454 1 0	13	3,770 0 0	132	16,651 3 3	35	8,377 1 0
Goulburn.														
Boorowa	Ordinary land	Original	1	163 0 0	1	50 0 0	1	40 0 0	1	40 0 0	2	203 0 0	2	90 0 0
		Additional	5	268 0 0	2	90 0 0	1	50 0 0	1	78 0 0	6	318 0 0	3	168 0 0
Do	Special area	Original	4	637 3 0	3	343 1 0	6	1,113 3 0	1	112 3 0	10	1,751 2 0	4	455 0 0
		Additional	9	1,417 0 0	5	586 2 0	3	137 1 0	4	566 3 0	12	1,554 1 0	9	1,153 1 0
Goulburn	Ordinary land	Original	6	310 0 0	..	.....	14	948 2 0	2	80 0 0	20	1,258 2 0	2	80 0 0
		Additional	10	640 0 0	4	240 0 0	10	505 0 0	1	40 0 0	20	1,045 0 0	5	280 0 0
		Non-residential	..	.....	..	.....	1	40 0 0	..	.....	1	40 0 0	..	.....
Do	Special area	Original	5	322 1 0	..	.....	..	.....	..	.....	5	322 1 0	..	.....
Gunning	Ordinary land	Original	9	487 3 0	5	200 3 0	2	113 2 0	..	.....	11	601 1 0	5	200 3 0
		Additional	1	40 0 0	2	80 0 0	2	100 0 0	1	50 0 0	3	140 0 0	3	130 0 0
Do	Special area	Original	3	160 0 0	..	.....	1	89 0 0	1	127 3 0	4	249 0 0	1	127 3 0
		Additional	1	46 0 0	1	40 0 0	..	.....	..	.....	1	46 0 0	1	40 0 0
Moss Vale	Ordinary land	Original	9	904 0 0	1	160 0 0	9	1,589 2 0	2	125 0 0	18	2,563 2 0	3	285 0 0
		Additional	7	510 0 0	2	100 0 0	3	184 0 0	1	95 0 0	10	694 0 0	3	195 0 0
		Non-residential	1	150 0 0	1	180 0 0	2	92 0 0	..	.....	3	242 0 0	1	180 0 0
Yass	Ordinary land	Original	2	80 0 0	1	80 0 0	1	62 0 0	..	.....	3	142 0 0	1	80 0 0
		Additional	..	.....	4	210 0 0	5	611 2 0	1	62 0 0	5	611 2 0	5	272 0 0
Do	Special area	Original	8	779 1 0	2	171 0 0	..	.....	..	.....	8	779 1 0	2	171 0 0
		Additional	2	88 0 0	..	.....	..	.....	..	.....	2	88 0 0	..	.....
Young	Ordinary land	Original	..	.....	..	.....	1	40 0 0	..	.....	1	40 0 0	..	.....
		Additional	2	1,442 3 0	..	.....	..	.....	..	.....	2	1,442 3 0	..	.....
Do	Special area	Original	57	3,749 3 9	5	437 0 10	4	433 3 11	..	.....	61	4,174 2 20	5	437 0 10
		Additional	14	1,474 3 0	9	1,528 0 0	11	1,787 2 0	2	286 2 0	25	3,262 1 0	11	1,814 2 0
	Ordinary land	Original	27	2,039 3 0	8	550 3 0	28	2,793 2 0	5	246 0 0	55	4,833 1 0	13	795 3 0
		Additional	25	2,900 3 0	14	720 0 0	21	1,450 2 0	5	325 0 0	46	4,351 1 0	19	1,045 0 0
		Non-residential	1	160 0 0	1	180 0 0	3	132 0 0	..	.....	4	292 0 0	1	180 0 0
	Total		53	5,099 2 0	23	1,450 3 0	52	4,376 0 0	10	570 0 0	105	9,466 2 0	33	2,020 3 0
	Special area	Original	77	5,649 0 9	10	850 1 10	11	1,627 2 11	2	240 2 0	88	7,276 2 20	12	1,190 3 10
		Additional	26	3,025 3 0	16	2,154 2 0	14	1,924 3 0	6	853 1 0	40	4,950 2 0	21	3,007 3 0
	Total		103	8,674 3 9	25	3,104 3 10	25	3,552 1 11	8	1,093 3 0	128	12,227 0 20	33	4,198 2 10
	Grand Total		156	13,765 1 0	48	4,554 2 10	77	7,923 1 11	18	1,663 3 0	233	21,693 2 20	60	6,219 1 10

SCHEDULE XI—*continued.*

Land Board and Land District.	Class of Application.		Applications made during 1894. Confirmed. No.	a. r. p.	Applications made during 1894. Disallowed. No.	a. r. p.	Applications made prior to 1st January, 1894. Confirmed. No.	a. r. p.	Applications made prior to 1st January, 1894. Disallowed. No.	a. r. p.	Total. Confirmed. No.	a. r. p.	Total. Disallowed. No.	a. r. p.
GRAFTON.														
Bellingen	Ordinary land	Original	10	670 0 0	..	.....	6	540 0 0	1	100 0 0	16	1,210 0 0	1	100 0 0
		Additional	2	159 0 0	..	.....	4	217 0 0	..	.....	6	376 0 0	..	.....
		Non-residential	..	.....	..	.....	1	40 0 0	..	.....	1	40 0 0	..	.....
Do	Special area	Original	2	492 0 0	..	.....	2	230 0 0	1	75 0 0	4	722 0 0	1	75 0 0
Casino	Ordinary land	Original	4	518 0 0	..	.....	2	194 0 0	1	100 0 0	6	712 0 0	1	100 0 0
		Additional	1	248 0 0	..	.....	3	616 1 0	3	455 0 0	4	864 1 0	3	455 0 0
		Non-residential	1	120 0 0	..	.....	..	.....	..	.....	1	120 0 0	..	.....
Do	Special area	Additional	..	.....	1	175 1 0	..	.....	..	.....	..	.....	1	175 1 0
Grafton	Ordinary land	Original	6	380 0 0	1	40 0 0	2	120 0 0	..	.....	8	500 0 0	1	40 0 0
		Additional	2	140 0 0	1	101 0 0	1	80 0 0	..	.....	3	220 0 0	1	101 0 0
Do	Special area	Original	3	152 0 10	1	104 3 10	..	.....	..	.....	3	152 0 10	1	104 3 10
		Additional	2	237 0 0	..	.....	..	.....	..	.....	2	237 0 0	..	.....
Kempsey	Ordinary land	Original	5	370 0 0	2	100 0 0	2	150 0 0	3	335 0 0	7	520 0 0	5	435 0 0
		Additional	1	100 0 0	..	.....	2	200 0 0	1	59 0 0	3	300 0 0	1	59 0 0
		Non-residential	1	160 0 0	..	.....	..	.....	..	.....	1	160 0 0	..	.....
Lismore	Ordinary land	Original	1	40 0 0	..	.....	..	.....	..	.....	1	40 0 0	..	.....
		Additional	1	76 1 0	..	.....	3	180 0 0	1	50 0 0	4	256 1 0	1	50 0 0
Do	Special area	Original	22	1,232 3 29¼	..	.....	5	381 2 0	..	.....	27	1,614 1 29¼	..	.....
		Additional	2	207 0 0	..	.....	..	.....	..	.....	2	207 0 0	..	.....
Murwillumbah	Ordinary land	Original	1	100 0 0	..	.....	2	87 0 0	..	.....	3	187 0 0	..	.....
		Additional	3	289 2 0	..	.....	4	680 0 0	3*	540 0 0	7	969 2 0	3	540 0 0
		Non-residential	1	45 0 0	..	.....	1	40 0 0	..	.....	2	85 0 0	..	.....
Do	Special area	Original	2	102 2 0	8	534 0 0	1	59 0 0	..	.....	3	161 2 0	8	534 0 0
		Additional	1	19 1 20	..	.....	..	.....	..	.....	1	19 1 20	..	.....
Port Macquarie	Ordinary land	Original	1	177 0 0	..	.....	5	270 0 0	..	.....	6	447 0 0	..	.....
		Additional	1	40 0 0	1	40 0 0	..	.....	1	200 0 0	1	40 0 0	2	240 0 0
		Non-residential	..	.....	1	94 0 0	..	.....	..	.....	..	.....	1	94 0 0
Do	Special area	Original	1	100 0 0	..	.....	..	.....	..	.....	1	100 0 0	..	.....
	Ordinary land	Original	28	2,255 0 0	3	140 0 0	19	1,361 0 0	5	535 0 0	47	3,616 0 0	8	675 0 0
		Additional	11	1,052 3 0	2	141 0 0	17	1,973 1 0	9	1,304 0 0	28	3,026 0 0	11	1,445 0 0
		Non-residential	3	325 0 0	1	94 0 0	2	80 0 0	..	.....	5	405 0 0	1	94 0 0
	Total		42	3,632 3 0	6	375 0 0	38	3,414 1 0	14	1,839 0 0	80	7,047 0 0	20	2,214 0 0
	Special area	Original	30	2,079 1 29¼	9	633 3 10	8	670 2 0	1	75 0 0	38	2,749 3 29¼	10	713 3 10
		Additional	5	463 1 20	1	175 1 0	..	.....	..	.....	5	463 1 20	1	175 1 0
	Total		35	2,543 3 19¼	10	814 0 10	8	670 2 0	1	75 0 0	43	3,213 1 19¼	11	889 0 10
	Grand Total		77	6,175 2 19¼	16	1,189 0 10	46	4,084 3 0	15	1,914 0 0	123	10,260 1 19¼	31	3,103 0 10
HAY.														
Balranald South	Ordinary land	Original	..	.....	..	.....	2	500 0 0	1	50 0 0	2	500 0 0	1	50 0 0
Deniliquin	Ordinary land	Original	1	188 0 0	..	.....	1	640 0 0	1	296 1 0	2	828 0 0	1	296 1 0
		Additional	6	1,029 0 0	3	3,423 1 0	2	198 0 0	..	.....	8	1,227 0 0	3	3,423 1 0
Do	Special area	Original	8	2,548 1 0	8	4,289 3 0	16	4,101 2 0	1	640 0 0	24	6,649 3 0	9	4,929 3 0
		Additional	2	304 0 0	2	318 1 0	3	832 0 0	2	539 2 0	5	1,136 0 0	4	857 3 0
Hay	Ordinary land	Original	..	.....	1	640 0 0	3	806 3 0	1	640 0 0	3	806 3 0	2	1,280 0 0
		Additional	2	234 3 0	..	.....	2	293 0 0	..	.....	4	527 3 0	..	.....
Hillston	Ordinary land	Original	..	.....	..	.....	1	320 0 0	..	.....	1	320 0 0	..	.....
	Ordinary land	Original	1	188 0 0	1	640 0 0	7	2,266 3 0	3	986 1 0	8	2,454 3 0	4	1,626 1 0
		Additional	8	1,263 3 0	3	3,423 1 0	4	491 0 0	..	.....	12	1,754 3 0	3	3,423 1 0
	Total		9	1,451 3 0	4	4,063 1 0	11	2,757 3 0	3	986 1 0	20	4,209 2 0	7	5,049 2 0
	Special area	Original	8	2,548 1 0	8	4,289 3 0	16	4,101 2 0	1	640 0 0	24	6,649 3 0	9	4,929 3 0
		Additional	2	304 0 0	2	318 1 0	3	832 0 0	2	539 2 0	5	1,136 0 0	4	857 3 0
	Total		10	2,852 1 0	10	4,608 0 0	19	4,933 2 0	3	1,179 2 0	29	7,785 3 0	13	5,787 2 0
	Grand Total		19	4,304 0 0	14	8,671 1 0	30	7,691 1 0	6	2,165 3 0	49	11,995 1 0	20	10,837 0 0
MAITLAND.														
Cassilis	Ordinary land	Original	8	660 0 0	2	200 0 0	5	660 0 0	..	.....	13	1,320 0 0	2	200 0 0
		Additional	17	1,944 1 0	12	1,042 3 0	5	385 2 0	2†	299 3 0	22	2,329 3 0	14	1,342 2 0
		Non-residential	1	120 0 0	..	.....	..	.....	..	.....	1	120 0 0	..	.....
Do	Special area	Original	1	112 2 0	..	.....	1	320 0 0	..	.....	2	432 2 0	..	.....
		Additional	2	640 0 0	..	.....	..	.....	..	.....	2	640 0 0	..	.....
Dungog	Ordinary land	Original	2	329 1 0	..	.....	..	.....	..	.....	2	329 1 0	..	.....
		Additional	1	260 2 0	..	.....	..	.....	..	.....	1	260 2 0	..	.....
Gosford	Ordinary land	Original	5	294 0 0	..	.....	4	400 1 0	..	.....	9	694 1 0	..	.....
		Additional	..	.....	..	.....	1	40 0 0	1	40 0 0	1	40 0 0	1	40 0
Do	Special area	Original	3	90 3 19	..	.....	..	.....	..	.....	3	90 3 19	..	.....
Maitland	Ordinary land	Original	1	40 0 0	1	100 0 0	1	40 0 0	..	.....	2	80 0 0	1	100 0 0
		Additional	1	40 0 0	..	.....	..	.....	..	.....	1	40 0 0	..	.....
Do	Special area	Original	2	63 1 30	..	.....	1	93 3 0	2	54 2 0	3	157 0 30	2	54 2 0
		Additional	1	20 3 0	..	.....	..	.....	..	.....	1	20 3 0	..	.....
		Non-residential	1	78 0 0	..	.....	..	.....	..	.....	1	78 0 0	..	.....
Muswellbrook	Ordinary land	Original	5	260 0 0	1	40 0 0	1	40 0 0	..	.....	6	300 0 0	1	40 0 0
		Additional	8	466 1 0	1	50 0 0	5	203 0 0	1	80 0 0	13	669 1 0	2	130 0 0
		Non-residential	..	.....	..	.....	..	.....	1	125 0 0	..	.....	1	125 0 0
Do	Special area	Original	6	467 1 0	1	103 0 0	2	232 1 0	..	.....	8	699 2 0	1	103 0 0
		Additional	1	79 0 0	..	.....	1	210 0 0	..	.....	2	289 0 0	..	.....
Newcastle	Ordinary land	Original	1	60 0 0	..	.....	2	303 2 20	..	.....	3	363 2 20	..	.....
Do	Special area	Original	6	280 2 0	..	.....	..	.....	..	.....	6	280 2 0	..	.....
Paterson	Ordinary land	Original	..	.....	..	.....	1	40 0 0	..	.....	1	40 0 0	..	.....
		Additional	1	120 0 0	..	.....	1	100 0 0	..	.....	2	220 0 0	..	.....
Do	Special area	Original	..	.....	1	119 3 0	..	.....	..	.....	..	.....	1	119 3 0
Raymond Terrace	Ordinary land	Original	1	100 0 0	..	.....	3	140 0 0	1	100 0 0	4	240 0 0	1	100 0 0
Do	Special area	Original	..	.....	..	.....	2	30 2 0	..	.....	2	30 2 0	..	.....
Scone	Ordinary land	Original	11	2,630 0 0	2	280 0 0	15	2,443 0 0	2	650 0 0	26	5,073 0 0	4	930 0 0
		Additional	7	1,279 3 0	3	438 1 0	10	547 2 0	9	1,714 0 0	17	1,827 1 0	12	2,152 1 0
Do	Special area	Original	4	443 2 0	..	.....	..	.....	..	.....	4	443 2 0	..	.....
Singleton	Ordinary land	Original	3	130 0 0	1	50 0 0	2	90 2 0	..	.....	5	220 2 0	1	50 0 0
		Additional	3	380 2 0	1	40 0 0	..	.....	..	.....	3	380 2 0	1	40 0 0
Do	Special area	Additional	1	80 0 0	..	.....	..	.....	..	.....	1	80 0 0	..	.....
Stroud	Ordinary land	Original	3	231 2 0	..	.....	2	80 0 0	1	100 0 0	5	311 2 0	1	100 0 0
		Additional	2	106 0 0	3	174 0 0	2	90 0 0	..	.....	4	196 0 0	3	174 0 0
		Non-residential	..	.....	..	.....	1	40 0 0	..	.....	1	40 0 0	..	.....
Do	Special area	Additional	..	.....	..	.....	2	387 0 0	..	.....	2	387 0 0	..	.....
		Non-residential	..	.....	..	.....	1	230 0 0	..	.....	1	230 0 0	..	.....
Taree	Ordinary land	Original	15	730 0 0	..	.....	6	402 0 0	2	80 0 0	21	1,132 0 0	2	80 0 0
		Additional	2	80 0 0	..	.....	2	80 0 0	..	.....	4	160 0 0	..	.....
Do	Special area	Original	2	92 1 0	..	.....	..	.....	1	50 0 0	2	92 1 0	1	50 0 0
		Additional	..	.....	..	.....	1	58 3 0	..	.....	1	58 3 0	..	.....
Wollombi	Ordinary land	Original	1	80 0 0	1	100 0 0	1	60 0 0	..	.....	2	140 0 0	1	100 0 0
		Additional	..	.....	..	.....	1	47 1 0	..	.....	1	47 1 0	..	.....
		Non-residential	..	.....	..	.....	1	40 0 0	..	.....	1	40 0 0	..	.....
	Ordinary land	Original	56	5,544 3 0	8	770 0 0	43	4,699 1 20	6	930 0 0	99	10,244 0 20	14	1,700 0 0
		Additional	42	4,677 1 0	20	1,745 0 0	27	1,493 1 0	13	2,133 3 0	69	6,170 2 0	33	3,878 3 0
		Non-residential	1	120 0 0	..	.....	2	80 0 0	1	125 0 0	3	200 0 0	1	125 0 0
	Total		99	10,342 0 0	28	2,515 0 0	72	6,272 2 20	20	3,188 3 0	171	16,614 2 20	48	5,703 3 0
	Special area	Original	29	1,550 1 9	2	222 3 0	6	676 2 0	3	104 2 0	35	2,226 3 9	5	371 1 0
		Additional	5	819 3 0	..	.....	4	655 3 0	..	.....	9	1,475 2 0	..	.....
		Non-residential	1	78 0 0	..	.....	1	230 0 0	..	.....	2	308 0 0	..	.....
	Total		35	2,448 0 9	2	222 3 0	11	1,562 1 0	3	104 2 0	46	4,010 1 9	5	327 1 0
	Grand Total		134	12,790 0 9	30	2,737 3 0	83	7,834 3 20	23	3,293 1 0	217	20,624 3 29	53	6,031 0 0

* One application for 440 acres made prior to 24 December, 1889.

† One application for 200 acres was made prior to 1st December, 1889.

SCHEDULE XI—*continued.*

Land Board and Land District.	Class of Application.		Applications made during 1894. Confirmed. No.	a. r. p.	Disallowed. No.	a. r. p.	Applications made prior to 1st January, 1894. Confirmed. No.	a. r. p.	Disallowed. No.	a. r. p.	Total. Confirmed. No.	a. r. p.	Disallowed. No.	a. r. p.
Moree.														
Bingara	Ordinary land	Original	6	1,040 0 0	2	385 0 0	3	160 0 0	1	200 0 0	9	1,200 0 0	3	585 0 0
		Additional	3	485 0 0	3	535 0 0	10	2,408 2 0	..	.....	13	3,243 2 0	3	535 0 0
Do	Special area	Original	..	.....	1	60 0 0	..	.....	..	.....	..	.....	1	60 0 0
Moree	Ordinary land	Original	15	7,327 2 0	10	4,403 0 0	7	2,493 0 0	3	1,371 0 0	22	10,320 2 0	13	5,674 0 0
		Additional	16	14,929 1 0	1	150 0 0	12	8,090 2 0	5	1,504 0 0	28	23,019 3 0	6	1,654 0 0
Do	Special area	Original	1	564 0 0	..	.....	..	.....	..	.....	1	564 0 0	..	.....
		Additional	..	.....	1	252 3 0	2	840 0 0	..	.....	2	846 0 0	1	252 3 0
Warialda	Ordinary land	Original	4	280 0 0	..	.....	4	831 2 0	..	.....	8	1,111 2 0	..	.....
		Additional	2	386 1 0	3	647 0 0	5	1,419 1 0	..	.....	7	1,805 2 0	3	647 0 0
Walgett	Ordinary land	Original	8	4,003 3 0	1	100 0 0	3	1,200 0 0	3	1,140 0 0	11	5,203 3 0	4	1,240 0 0
		Additional	1	320 0 0	3	740 0 0	1	320 0 0	2	3,840 0 0	2	640 0 0	5	4,580 0 0
		Non-residential	..	.....	..	.....	1	226 0 0	..	.....	1	226 0 0	..	.....
Do	Special area	Additional	..	.....	1	640 0 0	..	.....	..	.....	..	.....	1	640 0 0
	Ordinary land	Original	32	13,101 1 0	13	4,789 0 0	17	5,514 2 0	7	2,741 0 0	60	18,615 3 0	20	7,430 0 0
		Additional	22	16,470 2 0	10	2,372 0 0	28	12,238 1 0	7	5,344 0 0	50	28,708 3 0	17	7,716 0 0
		Non-residential	..	.....	..	.....	1	226 0 0	..	.....	1	226 0 0	..	.....
	Total		55	29,571 3 0	23	7,160 0 0	46	17,978 3 0	14	8,085 0 0	101	47,550 2 0	37	15,245 0 0
	Special area	Original	1	564 0 0	2	700 0 0	..	.....	..	.....	1	564 0 0	2	700 0 0
		Additional	..	.....	1	252 3 0	2	846 0 0	..	.....	2	846 0 0	1	252 3 0
	Total		1	564 0 0	3	952 3 0	2	846 0 0	..	.....	3	1,410 0 0	3	952 3 0
	Grand Total		56	30,135 3 0	26	8,112 3 0	48	19,824 3 0	14	8,085 0 0	104	48,960 2 0	40	16,167 3 0
Orange.														
Bathurst	Ordinary land	Original	3	381 1 0	..	.....	15	1,960 3 0	1	150 0 0	18	2,342 0 0	1	150 0 0
		Additional	5	886 2 0	3	200 0 0	6	443 2 0	..	.....	11	1,329 0 0	3	200 0 0
Do	Special area	Original	2	274 2 0	1	61 0 0	..	.....	..	.....	2	274 2 0	1	61 0 0
		Additional	1	61 0 0	..	.....	..	.....	..	.....	1	61 0 0	..	.....
Carcoar	Ordinary land	Original	1	50 0 0	3	230 0 0	11	1,044 0 0	1	320 0 0	12	1,094 0 0	4	550 0 0
		Additional	3	220 0 0	4	223 0 0	11	890 0 0	4	416 0 0	14	1,110 0 0	8	638 0 0
		Non-residential	..	.....	..	.....	1	65 0 0	..	.....	1	65 0 0	..	.....
Cowra	Ordinary land	Original	..	.....	..	.....	1	338 0 0	..	.....	1	338 0 0	..	.....
		Additional	6	302 0 0	..	.....	2	134 0 0	..	.....	8	436 0 0	..	.....
Do	Special area	Original	21	1,766 3 21	6	509 1 0	3	356 0 0	..	.....	24	2,122 3 21	6	509 1 0
		Additional	7	683 3 10	..	.....	3	349 2 0	..	.....	10	1,048 1 10	..	.....
		Non-residential	..	.....	1	137 0 0	..	.....	..	.....	..	.....	1	137 0 0
Lithgow	Ordinary land	Original	4	185 3 0	..	.....	7	727 0 0	1	150 0 0	11	912 3 0	1	150 0 0
		Additional	1	40 0 0	1	40 0 0	5	254 2 0	..	.....	6	294 2 0	1	40 0 0
		Non-residential	1	73 3 0	1	60 0 0	..	.....	..	.....	1	73 3 0	1	60 0 0
Molong	Ordinary land	Original	4	403 0 0	2	130 0 0	7	1,270 0 0	..	.....	11	1,733 0 0	2	130 0 0
		Additional	2	193 0 0	6	520 3 0	9	717 0 0	2	190 0 0	11	910 0 0	8	710 3 0
Do	Special area	Original	6	1,090 2 0	1	178 0 0	6	1,311 0 0	..	.....	12	2,401 2 0	1	178 0 0
		Additional	2	204 0 0	1	85 0 0	4	265 3 0	2	434 1 0	6	469 3 0	3	519 1 0
		Non-residential	..	.....	..	.....	..	.....	1	155 0 0	..	.....	1	155 0 0
Mudgee	Ordinary land	Original	8	1,375 0 0	2	120 0 0	13	2,599 0 0	1	100 0 0	21	3,974 0 0	3	220 0 0
		Additional	11	1,330 2 0	6	419 2 0	12	1,089 1 0	1	80 0 0	23	2,419 3 0	7	479 2 0
Do	Special area	Original	7	510 0 0	1	80 0 0	..	.....	..	.....	7	510 0 0	1	80 0 0
Orange	Ordinary land	Additional	2	238 3 0	1	50 0 0	1	50 0 0	..	.....	3	288 3 0	1	50 0 0
Do	Special area	Original	..	.....	..	.....	1	72 0 0	..	.....	1	72 0 0	..	.....
		Additional	1	46 3 0	..	.....	..	.....	..	.....	1	46 3 0	..	.....
Rylstone	Ordinary land	Original	4	442 0 0	2	122 0 0	14	2,063 2 0	..	.....	18	2,505 2 0	2	122 0 0
		Additional	6	538 2 0	3	190 3 0	15	1,508 0 0	2	105 0 0	21	2,046 2 0	5	295 3 0
Do	Special area	Original	3	265 0 0	..	.....	1	80 0 0	..	.....	3	345 0 0	..	.....
		Additional	2	129 0 0	..	.....	..	.....	..	.....	2	129 0 0	..	.....
Wellington	Ordinary land	Original	4	728 3 0	..	.....	6	788 0 0	..	.....	10	1,516 3 0	..	.....
		Additional	6	572 1 0	1	45 0 0	8	709 2 0	1	357 0 0	14	1,281 3 0	2	402 0 0
Do	Special area	Original	2	531 3 0	..	.....	..	.....	..	.....	2	531 3 0	..	.....
		Additional	1	108 1 0	..	.....	..	.....	..	.....	1	108 1 0	..	.....
	Ordinary land	Original	28	3,625 3 0	9	662 0 0	74	10,790 1 0	4	760 0 0	102	14,416 0 0	13	1,352 0 0
		Additional	41	4,391 2 0	25	1,639 0 0	69	5,735 3 0	10	1,127 0 0	110	10,127 1 0	35	2,816 0 0
		Non-residential	1	73 3 0	1	60 0 0	1	65 0 0	..	.....	2	138 3 0	1	60 0 0
	Total		70	8,091 0 0	35	2,361 0 0	144	16,591 0 0	14	1,877 0 0	214	24,682 0 0	49	4,228 0 0
	Special area	Original	40	4,438 2 21	9	825 1 0	11	1,819 0 0	..	.....	51	6,257 2 21	9	823 1 0
		Additional	14	1,247 3 10	1	85 0 0	7	605 1 0	2	434 1 0	21	1,853 0 10	3	519 1 0
		Non-residential	..	.....	1	157 0 0	..	.....	1	155 0 0	..	.....	2	292 0 0
	Total		54	5,686 1 31	11	1,060 1 0	18	2,424 1 0	3	589 1 0	72	8,110 2 31	14	1,649 2 0
	Grand Total		124	13,777 1 31	46	3,401 1 0	162	19,015 1 0	17	2,466 1 0	286	32,792 2 31	63	5,867 2 0
Sydney.														
Campbelltown	Ordinary land	Original	2	120 0 0	..	.....	..	.....	..	.....	2	120 0 0	..	.....
		Additional	2	1,920 0 0	2	1,920 0 0	..	.....	..	.....	2	1,920 0 0	2	1,920 0 0
		Non-residential	1	40 0 0	..	.....	..	.....	..	.....	1	40 0 0	..	.....
Do	Special area	Original	3	158 1 0	1	100 0 0	5	259 0 0	1	65 0 0	8	417 1 0	2	165 0 0
		Additional	..	.....	1	60 0 0	..	.....	..	.....	..	.....	1	60 0 0
		Non-residential	..	.....	..	.....	1	40 0 0	..	.....	1	40 0 0	..	.....
Parramatta	Ordinary land	Original	1	60 0 0	1	40 0 0	..	.....	..	.....	1	60 0 0	1	40 0 0
		Additional	..	.....	1	64 0 0	..	.....	..	.....	..	.....	1	64 0 0
		Non-residential	..	.....	1	60 0 0	..	.....	..	.....	..	.....	1	60 0 0
Do	Special area	Original	..	.....	..	.....	1	16 3 10	..	.....	1	16 3 10	..	.....
Nowra	Ordinary land	Original	2	90 3 0	1	69 0 0	6	533 2 0	1	40 0 0	8	624 1 0	2	109 0 0
		Additional	2	81 1 0	..	.....	..	.....	..	.....	2	81 1 0	..	.....
		Non-residential	1	70 0 0	..	.....	..	.....	..	.....	1	70 0 0	..	.....
Picton	Ordinary land	Original	13	868 0 0	4	310 0 0	16	1,422 2 0	1	40 0 0	29	1,790 2 0	5	350 0 0
		Additional	5	659 1 0	2	100 0 0	2	610 0 0	3	750 0 0	7	1,269 1 0	5	850 0 0
		Non-residential	..	.....	1	60 0 0	..	.....	..	.....	..	.....	1	60 0 0
Do	Special area	Original	3	91 3 20	1	100 0 0	..	.....	..	.....	3	91 3 20	1	100 0 0
		Non-residential	1	40 0 0	..	.....	..	.....	..	.....	1	40 0 0	..	.....
Windsor	Ordinary land	Original	7	432 2 0	2	113 0 0	8	360 0 0	1	40 0 0	15	792 2 0	3	153 0 0
		Additional	1	40 0 0	1	76 0 0	1	67 0 0	1	40 0 0	2	107 0 0	2	116 0 0
		Non-residential	2	113 0 0	..	.....	4	223 0 0	..	.....	6	336 0 0	..	.....
Do	Special area	Original	23	877 2 0	1	38 1 0	..	.....	..	.....	23	877 2 0	1	38 1 0
Penrith	Ordinary land	Original	..	.....	..	.....	11	795 0 0	2	100 0 0	11	795 0 0	2	100 0 0
		Non-residential	5	221 0 0	1	60 0 0	1	60 0 0	2	120 0 0	6	281 0 0	3	180 0 0
	Ordinary land	Original	25	1,041 1 0	8	532 0 0	41	3,141 0 0	6	250 0 0	66	4,182 1 0	13	782 0 0
		Additional	10	2,700 2 0	6	2,159 0 0	3	677 0 0	4	790 0 0	13	3,377 2 0	10	2,949 0 0
		Non-residential	9	444 0 0	3	180 0 0	5	283 0 0	2	120 0 0	14	727 0 0	5	300 0 0
	Total		44	4,185 3 0	17	2,871 0 0	49	4,101 0 0	11	1,130 0 0	93	8,286 3 0	28	4,001 0 0
	Special area	Original	29	1,127 2 20	3	293 1 0	6	275 3 10	1	65 0 0	35	1,403 1 30	4	363 1 0
		Additional	..	.....	1	60 0 0	..	.....	..	.....	..	.....	1	60 0 0
		Non-residential	1	40 0 0	..	.....	1	40 0 0	..	.....	2	80 0 0	..	.....
	Total		30	1,167 2 20	4	353 1 0	7	315 3 10	1	65 0 0	37	1,483 1 30	5	423 1 0
	Grand Total		74	5,353 1 20	21	3,229 1 0	56	4,416 3 10	12	1,195 0 0	130	9,770 0 30	33	4,424 1 0

SCHEDULE XI—*continued.*

Land Board and Land District.	Class of Application.		Applications made during 1894. Confirmed. No.	a. r. p.	Disallowed. No.	a. r. p.	Applications made prior to 1st January, 1894. Confirmed. No.	a. r. p.	Disallowed. No.	a. r. p.	Total. Confirmed. No.	a. r. p.	Disallowed. No.	a. r. p.
TAMWORTH.														
Coonabarrabran	Ordinary land	Original	3	850 0 0	..	.....	2	764 0 0	3	585 0 0	5	1,604 0 0	3	585 0 0
		Additional	3	155 1 0	6	753 0 0	1	106 0 0	2	107 0 0	4	261 1 0	7	860 0 0
Gunnedah	Ordinary land	Original	3	775 0 0	2	930 0 0	7	3,521 1 0	1	500 0 0	10	4,296 1 0	3	1,430 0 0
		Additional	3	623 2 0	3	563 0 0	3	289 1 0	3	459 0 0	6	912 3 0	6	1,022 0 0
Do	Special area	Original	10	588 3 34	1	160 0 0	10	958 0 10	2	111 3 0	20	1,547 0 4	3	271 3 0
		Additional	1	318 0 0	..	.....	2	217 2 0	1	160 0 0	3	535 2 0	1	160 0 0
Murrurundi	Ordinary land	Original	1	215 1 0	..	.....	1	200 0 0	..	.....	2	415 1 0	..	.....
		Additional	4	383 2 0	6	393 0 0	8	1,110 0 0	..	.....	12	1,493 2 0	6	393 0 0
Do	Special area	Original	2	555 0 0	..	.....	1	100 0 0	..	.....	3	655 0 0	..	.....
		Additional	4	749 2 0	..	.....	3	488 3 0	1	320 0 0	7	1,243 1 0	1	320 0 0
Narrabri	Ordinary land	Original	6	1,049 3 0	4	2,093 0 0	3	780 0 0	11	5,541 2 0	9	1,829 3 0	15	7,634 2 0
		Additional	12	7,852 0 0	1	203 0 0	9	1,024 1 0	7	2,548 2 0	21	9,876 1 0	8	2,756 2 0
Do	Special area	Original	11	1,513 1 32	..	.....	..	.....	..	.....	11	1,513 1 32	..	.....
		Additional	3	336 3 0	..	.....	..	.....	1	191 1 0	3	336 3 0	1	191 1 0
Tamworth	Ordinary land	Original	9	1,280 0 0	3	720 0 0	27	4,900 0 0	2	110 0 0	36	6,180 0 0	5	830 0 0
		Additional	24	2,866 3 0	2	600 0 0	23	2,342 3 0	5	800 0 0	47	5,208 2 0	7	1,400 0 0
		Non-residential	..	.....	..	.....	1	260 0 0	..	.....	1	260 0 0	..	.....
Do	Special area	Original	34	3,355 2 14	2	640 0 0	14	1,648 3 9	..	.....	48	5,004 1 23	2	640 0 0
		Additional	12	1,722 2 30	7	1,609 2 0	5	380 1 0	..	.....	17	2,112 3 30	7	1,698 2 0
	Ordinary land	Original	22	4,170 0 0	9	2,743 0 0	40	10,159 1 0	17	6,736 2 0	62	14,325 1 0	26	10,479 2 0
		Additional	48	11,916 0 0	17	2,517 0 0	44	5,771 1 0	17	3,014 2 0	90	17,687 1 0	34	5,531 2 0
		Non-residential	..	.....	..	.....	1	260 0 0	..	.....	1	260 0 0	..	.....
	Total		63	16,086 0 0	26	5,260 0 0	85	16,186 2 0	34	10,651 0 0	153	32,272 2 0	60	10,911 0 0
	Special area	Original	57	6,013 0 0	3	800 0 0	25	2,706 3 19	2	111 3 0	82	8,719 3 19	6	911 3 0
		Additional	20	3,136 3 30	7	1,699 2 0	10	1,406 2 0	3	671 1 0	30	4,233 1 30	10	2,369 3 0
	Total		77	9,149 3 30	10	2,499 2 0	35	3,803 1 19	5	783 0 0	112	12,953 1 9	15	3,281 2 0
	Grand Total		145	25,235 3 30	36	8,758 2 0	120	19,989 3 19	39	11,434 0 0	265	45,226 3 9	75	20,192 2 0
WAGGA WAGGA.														
Albury	Ordinary land	Original	..	.....	..	.....	..	.....	2	148 0 0	..	.....	2	148 0 0
		Additional	..	.....	..	.....	..	.....	1	320 0 0	..	.....	1	320 0 0
Do	Special area	Original	3	464 1 0	..	.....	..	.....	..	.....	3	464 1 0	..	.....
		Additional	..	.....	5	1,307 2 0	..	.....	..	.....	..	.....	5	1,307 2 0
Cootamundra	Ordinary land	Original	2	700 0 0	1	72 0 0	1	300 0 0	..	.....	3	1,000 0 0	1	72 0 0
		Additional	3	383 0 0	1	120 0 0	4	807 3 0	2	547 3 0	7	1,190 3 0	3	667 3 0
Do	Special area	Original	25	727 0 0	..	.....	9	1,234 0 20	1	64 2 0	34	1,961 0 20	1	64 2 0
		Additional	..	.....	..	.....	..	.....	2	240 0 0	..	.....	2	240 0 0
Cootamundra Central	Ordinary land	Original	..	.....	1	320 0 0	..	.....	..	.....	..	.....	1	320 0 0
Do	Special area	Additional	..	.....	..	.....	2	669 1 0	1	40 0 0	2	669 1 0	1	40 0 0
Corowa	Ordinary land	Original	..	.....	1	320 0 0	..	.....	..	.....	..	.....	1	320 0 0
		Additional	3	431 3 0	..	.....	1	214 3 0	1	213 1 20	4	646 2 0	1	213 1 20
Do	Special area	Original	..	.....	..	.....	1	160 0 0	..	.....	1	160 0 0	..	.....
Gundagai	Ordinary land	Original	3	333 0 0	1	200 0 0	2	640 0 0	*4	920 0 0	5	873 0 0	5	1,120 0 0
		Additional	5	318 3 0	5	321 0 0	†7	1,041 3 0	*3	520 0 0	12	1,360 2 0	9	908 0 0
		Non-residential	2	34 2 0	..	.....	..	.....	..	.....	2	34 2 0	..	.....
Do	Special area	Original	2	234 1 0	..	.....	9	1,937 0 0	1	320 0 0	11	2,171 1 0	1	320 0 0
		Additional	..	.....	1	84 0 0	..	.....	..	.....	..	.....	1	84 0 0
Narrandera	Ordinary land	Original	1	50 0 0	..	.....	2	135 0 0	1	130 0 0	3	185 0 0	1	130 0 0
Do	Special area	Original	6	2,655 1 0	..	.....	7	1,085 3 0	1	320 0 0	13	3,741 0 0	1	320 0 0
		Additional	..	.....	..	.....	2	640 0 0	1	319 3 0	2	640 0 0	1	319 3 0
Tumbarumba	Ordinary land	Original	‡2	196 2 0	1	40 0 0	2	200 0 0	..	.....	4	396 2 0	1	40 0 0
		Additional	..	.....	1	40 0 0	1	227 1 0	2	267 0 0	1	230 1 0	3	307 0 0
Do	Special area	Original	‡1	140 0 0	1	160 0 0	..	.....	..	.....	1	140 0 0	1	160 0 0
Tumbarumba North	Ordinary land	Additional	..	.....	..	.....	1	40 0 0	..	.....	1	40 0 0	..	.....
Tumut	Ordinary land	Original	..	.....	..	.....	3	455 0 0	2	360 0 0	3	455 0 0	2	360 0 0
		Additional	2	206 0 0	..	.....	2	201 2 0	2	275 0 0	4	407 2 0	2	275 0 0
Do	Special area	Additional	..	.....	..	.....	..	.....	1	172 0 0	..	.....	1	172 0 0
Urana	Ordinary land	Original	1	640 0 0	..	.....	1	200 0 0	2	1,434 1 0	2	840 0 0	2	1,434 1 0
		Additional	..	.....	..	.....	..	.....	2	420 0 0	..	.....	2	420 0 0
Do	Special area	Original	10	3,611 2 0	1	320 0 0	4	1,750 0 0	..	.....	14	5,361 2 0	1	320 0 0
		Additional	..	.....	1	307 2 0	4	1,147 0 0	..	.....	4	1,147 0 0	1	307 2 0
Wagga Wagga	Ordinary land	Original	1	40 0 0	2	732 3 0	1	40 0 0	2	680 0 0	2	80 0 0	4	1,412 3 0
		Additional	..	.....	6	1,058 3 0	..	.....	..	.....	..	.....	6	1,058 3 0
Do	Special area	Original	9	1,252 0 0	2	301 2 0	6	1,053 0 0	2	440 0 0	15	2,305 0 0	4	1,381 2 0
		Additional	4	1,028 2 0	..	.....	10	1,602 3 0	2	500 0 0	14	2,631 1 0	2	500 0 0
	Ordinary land	Original	10	1,963 2 0	7	1,684 3 0	12	1,970 0 0	18	3,722 1 0	22	3,933 2 0	20	5,407 0 0
		Additional	13	1,339 2 0	12	1,539 3 0	16	2,545 0 0	14	2,640 0 20	29	3,884 2 0	26	4,189 3 20
		Non-residential	2	84 2 0	..	.....	..	.....	..	.....	2	84 2 0	..	.....
	Total		25	3,387 2 0	19	3,224 2 0	28	4,515 0 0	27	6,352 1 20	63	7,902 2 0	46	9,576 3 20
	Special area	Original	55	8,494 1 0	4	1,371 2 0	36	7,819 3 20	5	1,144 2 0	91	16,314 0 20	9	2,516 0 0
		Additional	4	1,028 2 0	7	1,699 0 0	18	4,089 0 0	7	1,271 3 0	22	5,087 2 0	14	2,970 3 0
	Total		59	9,522 3 0	11	3,070 2 0	54	11,878 3 20	12	2,416 1 0	113	21,401 2 20	23	5,486 3 0
	Grand Total		84	12,910 1 0	30	6,295 0 0	82	16,393 3 20	39	8,768 2 20	166	29,304 0 20	69	15,063 2 20
	Ordinary land	Original	342	47,722 2 20	136	22,766 2 0	433	68,372 0 30	101	22,619 1 0	775	113,034 3 10	236	45,385 3 0
		Additional	323	60,932 0 24	173	24,733 3 0	371	55,525 3 0	103	24,164 3 4	694	116,457 3 24	276	47,898 1 4
		Non-residential	24	1,798 2 0	9	682 0 0	15	1,126 0 0	4	565 0 0	39	2,924 2 0	13	1,247 0 0
	Total for the whole Colony		689	110,453 1 4	317	47,122 1 0	819	121,983 3 30	208	47,349 3 4	1,508	232,417 0 34	525	94,531 0 4
	Special area	Original	407	43,804 1 1¼	67	12,058 2 0	176	23,854 2 11	21	3,646 1 0	643	67,159 0 12¼	88	15,704 3 0
		Additional	111	14,780 0 32	53	8,491 3 30	74	12,025 3 0	32	4,086 0 0	185	26,806 3 32	75	12,576 3 30
		Non-residential	3	278 2 0	3	250 0 0	2	270 0 0	1	155 0 0	5	548 2 0	4	405 0 0
	Total for the whole Colony		581	58,863 3 33¼	123	20,800 1 30	252	36,154 2 11	44	7,836 1 0	833	94,514 2 44¼	167	28,686 2 30
	Grand Total for the whole Colony		1,270	169,316 0 37¼	440	67,922 2 30	1,071	158,115 2 1	252	55,235 0 4	2,341	326,931 2 38¼	692	123,217 2 34

* This total number of C.Ps. includes one C.P. of 200 acres twice under two different Nos., the land agent having given fresh No. in new ballot ordered by Board. The area is given twice. † This total number of C.Ps. includes one C.P. of 117 acres twice under two different Nos., the land agent having given fresh number in new ballot ordered by Board. The area is given twice. ‡ 140 acres of C.P. 94-8 are shown in special area. § 127 acres 2 roods of C.P. 94-8 are shown as ordinary land. ‖ One application for 67 acres was made prior to 1st December, 1889.

SCHEDULE

SCHEDULE XII.

Special Areas.

Return giving particulars as to proclamation and disposal of Special Areas from 1st January, 1885, to 31st December, 1894.

Land Board District.	Land District.	Class of Land.	Total Acreage in Special Areas when proclaimed.	Area thereof since included in Reserves or otherwise rendered unavailable for Conditional Purchases.	Area available for Selection.	Area Selected.	Area Unselected on 31 December, 1894.	Price represented by Land Selected.	Amount received for Deposit Money.	Percentage of Area Selected to Area available for Selection.
			a. r. p.	a. r. p.	a. r. p.	a. r. p.	a. r. p.	£ s. d.	£ s. d.	
Armidale	Armidale	Suburban or Population Area	963 3 20	60 0 0	903 3 20	316 3 20	587 0 0	1,506 13 9	150 13 5	35
		Country	17,296 1 10	6,079 2 30	11,216 2 20	7,300 2 0	3,916 0 20	13,073 5 0	1,312 14 6	65
	Glen Innes	Country	12,748 0 0	2,980 0 0	9,808 0 0	4,713 2 0	5,094 2 0	8,772 16 3	849 18 8	48
	Inverell	Population Area	565 1 30	411 3 0	153 2 30	153 2 30	.....	384 4 4	38 8 6	100
		Country	8,148 3 0	1,369 2 0	6,779 1 0	4,234 2 0	2,544 3 0	9,895 2 6	1,035 13 9	62
	Tenterfield	Population Area	1,438 2 20	53 0 10	1,385 2 10	661 0 20	724 1 30	1,691 2 6	165 18 11	48
		Country	2,447 1 0	1,516 1 0	931 0 0	505 0 0	426 0 0	771 0 0	111 11 0	54
	Walcha	Population Area	3,799 3 0	608 0 0	3,191 3 0	446 0 0	2,745 3 0	1,338 0 0	133 16 0	14
		Country	6,953 2 0	1,711 3 0	5,241 3 0	4,384 2 0	857 1 0	8,403 5 0	936 18 6	84
	Totals	Suburban or Population Area	6,767 2 30	1,132 3 10	5,634 3 20	1,577 2 30	4,057 0 30	4,920 0 7	488 15 10	28
		Country	47,633 3 10	13,657 0 30	33,976 2 20	21,138 0 0	12,838 2 20	40,915 8 9	4,246 16 5	62
	Grand Totals	.....	54,401 2 0	14,790 0 0	39,611 2 0	22,715 2 30	16,895 3 10	45,835 9 4	4,735 13 3	57
Bourke	Bourke	Suburban or Population Area	40 0 0	.....	40 0 0	.....	40 0 0	.....	.....	.....
		Country	10,767 1 0	1,574 3 0	9,193 2 0	1,509 3 0	7,683 3 0	3,110 13 6*	425 2 0†	16
	Cobar	Suburban or Population Area	2,060 2 0	.....	2,060 2 0	40 0 0	2,020 2 0	60 0 0	6 0 0	2
		Country	5,188 1 0	.....	5,188 1 0	.....	5,188 1 0	.....	.....	.....
	Brewarrina	Country	1,967 0 0	.....	1,967 0 0	800 0 0	1,167 0 0	1,200 0 0	120 0 0	40
	Totals	Suburban or Population Area	2,100 2 0	.....	2,100 2 0	40 0 0	2,060 2 0	60 0 0	6 0 0	2
		Country	17,922 2 0	1,574 3 0	16,348 3 0	2,309 3 0	14,039 0 0	4,310 13 6	545 2 0	14
	Grand Totals	.....	20,023 0 0	1,573 3 0	18,449 1 0	2,349 3 0	16,099 2 0	4,370 13 6	551 2 0	12
Cooma	Bega	Suburban or Population Area	1,809 2 17	.....	1,809 2 17	1,809 2 17	.....	8,903 5 8	890 6 7	100
		Country	973 3 0	.....	973 3 0	828 0 0	145 3 0	1,759 15 0	175 19 6	86
	Bombala	Suburban or Population Area	2,844 3 0	.....	2,844 3 0	1,415 0 0	1,429 3 0	3,096 12 6	309 13 3	49
		Country	5,885 0 0	577 3 0	5,307 1 0	4,294 1 0	1,013 0 0	7,283 15 0	728 11 6	80
	Braidwood	Country	643 3 0	331 1 0	312 2 0	105 0 0	207 2 0	183 15 0	18 7 6	33
	Cooma	Suburban or Population Area	5,221 0 12	6 2 0	5,214 2 12	1,399 3 9	3,814 3 3	2,977 8 11	297 15 2	26
		Country	16,778 0 20	520 3 10	16,257 1 10	10,954 0 0	5,303 1 10	18,077 15 0	1,807 15 7	67
	Eden	Suburban or Population Area	1,012 2 30	.....	1,012 2 30	443 2 30	569 0 0	1,196 12 1	119 13 5	43
		Country	1,342 1 0	413 0 0	929 1 0	363 1 0	566 0 0	909 2 6	90 16 3	39
	Milton	Suburban or Population Area	1,178 2 21	.....	1,178 2 21	.....	1,178 2 21	.....	.....	.....
		Country	2,695 0 0	1,730 0 0	965 0 0	890 0 0	75 0 0	1,540 5 0	154 0 6	92
	Moruya	Suburban or Population Area	756 2 25	.....	756 2 25	123 3 0	632 3 25	199 10 0	19 19 0	16
		Country	2,265 3 30	.....	2,265 3 30	1,405 1 0	860 2 30	2,296 19 2	229 13 11	62
	Queanbeyan	Suburban or Population Area	2,903 0 10	1,263 3 20	1,639 0 30	1,159 2 8	479 2 22	4,061 1 9	406 1 9	70
		Country	2,291 2 0	48 1 0	2,243 1 0	1,514 1 0	729 0 0	2,486 12 6	248 13 3	67
	Totals	Suburban or Population Area	15,726 1 35	1,270 1 20	14,456 0 15	6,351 1 24	8,104 2 31	20,434 10 11	2,043 9 2	44
		Country	32,875 1 10	3,621 0 10	29,254 1 0	20,354 0 0	8,900 1 0	34,538 19 2	3,453 18 0	70
	Grand Totals	.....	48,601 3 5	4,891 1 30	43,710 1 15	26,705 1 24	17,004 3 31	54,973 10 1	5,497 7 2	61

* Does not include two Conditional Purchases forfeited. † Includes deposits on two Conditional Purchases forfeited.

SCHEDULE XII—*continued.*

Land Board District.	Land District.	Class of Land.	Total Acreage in Special Areas when proclaimed.	Area thereof since included in Reserves or otherwise rendered unavailable for Conditional Purchase.	Area available for Selection.	Area Selected.	Area Unselected on 31 December, 1894.	Price represented by Land Selected.	Amount received for Deposit Money.	Percentage of Area Selected to Area available for Selection
			a. r. p.	a. r. p.	a. r. p.	a. r. p.	a. r. p.	£ s. d.	£ s. d.	Per cent.
Dubbo	Coonamble	Suburban or Population Area	170 2 19	.....	170 2 19	170 2 19	.....	542 15 11	54 5 9	100
		Country	4,283 3 0	3,252 3 0	1,036 0 0	1,036 0 0	.....	3,249 0 0	324 18 0	100
	Dubbo	Suburban or Population Area	1,206 3 0	220 0 0	986 3 0	345 1 10	641 1 30	1,025 18 9	102 12 0	351
		Country	6,606 1 0	998 2 0	5,607 3 0	3,728 1 0	1,879 2 0	5,110 17 6	511 1 9	66
	Nyngan	Suburban or Population Area	267 1 10	.....	267 1 10	267 1 10	.....	1,195 8 6	119 10 10	100
		Country	55 0 0	55 0 0	.....	.....	.....	.....	.....	.....
	Warren	Suburban or Population Area	5,318 1 0	864 2 0	4,453 3 0	2,472 3 0	981 0 0	11,572 11 3	1,157 5 3	78
		Country	20,770 3 0	14,475 0 0	16,295 3 0	11,832 1 0	4,463 2 0	18,405 3 11	1,840 10 5	73
	Total	Suburban or Population Area	6,962 3 29	1,084 2 0	5,878 1 29	4,255 3 30	1,622 1 30	14,336 14 6	1,433 13 10	72
		Country	41,720 3 0	18,781 1 0	22,939 2 0	16,596 2 0	6,343 0 0	26,765 1 5	2,676 10 2	72
	Grand Total	.....	48,683 3 29	19,865 3 0	28,817 3 29	20,852 1 30	7,965 1 30	41,101 15 10	4,110 4 0	72
Forbes	Barmedman	Country	23,268 0 0	3,737 1 0	19,530 3 0	15,576 0 0	3,954 3 0	29,465 2 6	2,946 10 3	80
	Barmedman, East	Country	32,433 0 0	11,096 2 0	21,336 2 0	17,807 1 0	3,529 1 0	34,214 5 0	3,533 18 0	83
	Condobolin	Suburban or Population Area	1,020 2 36	183 0 0	837 2 36	597 0 36	240 2 0	1,760 0 0	182 0 0	71
		Country	15,054 2 0	857 3 0	14,198 3 0	10,576 1 0	3,620 2 0	16,805 3 6	1,680 10 6	75
	Forbes	Suburban or Population Area	9,090 2 3	147 3 37	8,942 2 6	8,438 2 29	503 3 17	23,834 13 10	2,457 15 11	94
		Country	28,236 3 28	2,065 0 5	26,171 3 23	25,888 3 28	282 3 35	39,509 10 6	3,955 15 6	99
	Grenfell	Suburban or Population Area	5,406 1 37	908 3 37	4,497 2 0	3,983 3 5	513 2 35	8,128 19 2	851 9 11	89
		Country	13,432 0 0	1,320 3 0	12,111 1 0	11,990 1 0	121 0 0	19,022 19 11	2,021 8 7	99
	Parkes	Suburban or Population Area	3,834 1 30	84 2 36	3,749 2 34	2,905 3 26	843 3 8	6,728 15 6	672 17 7	78
		Country	33,546 3 0	393 1 0	33,153 2 0	28,398 0 0	4,755 2 0	43,717 16 6	4,371 15 8	86
	Total	Suburban or Population Area	19,352 0 26	1,324 2 30	18,027 1 36	15,925 2 16	2,101 3 20	40,452 8 6	4,164 3 5	88
		Country	145,971 0 28	19,470 2 5	126,500 2 23	110,236 2 28	16,263 3 35	183,634 17 11	18,509 18 5	87
	Grand Total	.....	165,323 1 14	20,795 0 35	144,528 0 19	126,162 1 4	18,365 3 15	224,087 6 5	22,674 1 10	87
Goulburn	Boorowa	Suburban or Regulation Area	14,475 3 30	89 1 0	14,386 2 30	10,259 3 30	4,126 3 0	22,064 1 5	2,206 8 2	71
		Country	14,959 3 30	683 0 0	14,276 3 30	10,869 3 20	3,407 0 10	22,851 15 3	2,285 5 11	76
	Goulburn	Suburban Population Area	1,233 0 10	.....	1,233 0 10	1,088 1 0	144 3 10	2,273 11 8	227 7 2	88
		Country	987 1 0	.....	987 1 0	222 1 0	765 0 0	444 10 0	44 9 0	23
	Gunning	Suburban or Population Area	5,432 1 20	.....	5,432 1 20	1,749 0 0	3,683 1 20	3,373 17 6	337 7 9	32
		Country	3,907 3 0	1,920 0 0	1,987 3 0	1,063 0 0	924 3 0	2,615 17 6	261 9 9	53
	Moss Vale	Country	1,143 3 0	.....	1,143 3 0	242 0 0	901 3 0	434 0 0	43 8 0	21
	Yass	Suburban or Population Area	3,793 0 0	.....	3,793 0 0	1,295 3 0	2,497 1 0	2,103 12 6	210 7 3	34
		Country	2,499 2 0	259 0 20	2,240 1 20	1,814 2 0	425 3 20	3,421 18 9	342 4 3	81
	Young	Suburban or Population Area	15,173 2 9½	833 3 37	14,319 2 12½	12,805 2 39	1,513 3 13½	32,039 9 3	3,203 10 10	89
		Country	28,950 2 20	992 1 34	27,958 0 26	19,782 2 38	8,175 1 28	42,810 19 8	4,281 10 8	71
	Total	Suburban or Population Area	40,107 3 29½	943 0 37	39,164 2 32½	27,198 2 29	11,966 0 3½	61,854 12 4	6,185 1 2	69
		Country	52,448 3 10	3,854 2 14	48,594 0 36	33,994 1 18	14,599 3 18	72,579 1 2	7,258 7 7	70
	Grand Total	.....	92,556 2 39½	4,797 3 11	87,758 3 28½	61,193 0 7	26,565 3 21½	134,433 13 6	13,443 8 9	70

SCHEDULE XII—*continued.*

Land Board District.	Land District.	Class of Land.	Total Acreage in Special Areas when proclaimed.	Area thereof since included in Reserves or otherwise rendered unavailable for Conditional Purchase.	Area available for Selection.	Area Selected.	Area Unselected on 31 December, 1894.	Price represented by Land Selected.	Amount received for Deposit Money.	Percentage of Area Selected to Area available for Selection.
			a. r. p.	a. r. p.	a. r. p.	a. r. p.	a. r. p.	£ s. d.	£ s. d.	Per cent.
Grafton	Bellingen	Suburban or Population Area	509 3 0	.....	509 3 0	.....	509 3 0	.....	.....	.....
		Country	32,291 0 0	14,138 3 0	18,152 1 0	8,996 1 0	9,156 0 0	15,531 17 6	1,854 14 0	49
	Casino	Suburban or Population Area	155 3 33	.....	155 3 33	.....	155 3 33	.....	.....	.....
		Country	6,134 2 0	404 2 0	5,730 0 0	1,665 2 0	4,064 2 0	4,054 0 0	405 8 0	29
	Grafton	Suburban or Population Area	276 0 18	.....	276 0 18	229 1 18	46 3 0	601 12 6	50 3 3	83
		Country	6,158 1 0	1,229 0 0	4,929 1 0	2,648 2 0	2,280 3 0	5,122 5 0	619 3 9	54
	Kempsey	Country	7,088 3 0	2,053 2 0	5,035 1 0	5,035 1 0	.....	7,578 17 6	786 1 0	100
	Lismore	Suburban or Population Area	703 1 25	.....	703 1 25	193 3 26	509 1 39	821 6 6	82 2 11	27
		Country	55,207 1 0	19,063 2 0	36,143 3 0	12,290 2 0	23,853 1 0	32,957 12 6	3,477 10 9	34
	Murwillumbah	Country	16,059 2 20	2,339 0 0	13,720 2 20	3,879 1 20	9,841 1 0	7,071 2 6	721 14 9	28
	Port Macquarie	Country	360 0 0	.....	360 0 0	100 0 0	260 0 0	150 0 0	15 0 0	28
	Total	Suburban or Population Area	1,645 0 36	.....	1,645 0 36	423 1 4	1,221 3 32	1,422 19 0	132 6 2	25
		Country	123,299 1 20	39,228 1 0	84,071 0 20	34,615 1 20	49,455 3 0	72,496 15 0	7,879 11 9	41
	Grand Total	.....	124,944 2 16	39,228 1 0	85,716 1 16	35,038 2 24	50,677 2 32	73,918 14 0	8,011 17 11	40
Hay	Deniliquin	Suburban or Population Area	8,809 1 0	.....	8,809 1 0	6,539 1 0	2,270 0 0	17,757 7 6	1,775 14 9	74
		Country	151,587 0 0	18,840 0 0	132,747 0 0	94,220 0 0	38,527 0 0	167,086 13 4	16,708 13 4	71
	Hay	Country	74,256 2 0	43,742 2 0	30,514 0 0	22,353 1 0	8,160 3 0	36,526 12 6	3,652 13 3	73
	Hillston	Suburban or Population Area	1,384 2 0	.....	1,384 2 0	675 3 0	708 3 0	1,013 12 6	101 7 3	49
		Country	8,987 3 0	.....	8,987 3 0	1,436 3 0	7,551 0 0	2,522 7 6	252 4 9	16
	Total	Suburban or Population Area	10,193 3 0	.....	10,193 3 0	7,215 0 0	2,978 3 0	18,771 0 0	1,877 2 0	71
		Country	234,831 1 0	62,582 2 0	172,248 3 0	118,010 0 0	54,238 3 0	206,135 13 4	20,613 11 4	69
	Grand Total	.....	245,025 0 0	62,582 2 0	182,442 2 0	125,225 0 0	57,217 2 0	224,906 13 4	22,490 13 4	68
Maitland	Cassilis	Country	3,026 3 0	582 2 0	2,444 1 0	2,060 1 0	384 0 0	3,435 10 0	343 11 0	84
	Dungog	Country	2,818 0 0	778 2 0	2,040 2 0	1,675 3 0	363 3 0	3,012 15 0	301 5 6	80
	Gosford	Suburban or Population Area	476 2 27	.....	476 2 27	178 3 16	297 3 11	358 6 0	35 18 7	38
		Country	906 0 20	.....	906 0 20	764 2 20	141 2 0	2,826 6 8	282 12 8	84
	Maitland	Population Area	1,090 3 20	.....	1,090 3 20	1,044 3 10	946 0 10	1,773 2 5	177 0 3	53
		Country	2,177 3 0	1,164 3 0	1,013 0 0	360 2 0	652 2 0	657 15 0	65 15 6	34
	Muswellbrook	Population Area	4,185 3 0	25 3 0	4,160 0 0	2,947 3 0	1,212 1 0	6,860 15 0	686 1 0	70
		Country	1,295 3 0	1,016 0 0	279 3 0	230 0 0	49 3 0	575 0 0	57 10 0	82
	Newcastle	Country	5,660 3 0	.....	5,660 3 0	320 2 0	5,340 1 0	621 5 0	62 2 6	6
	Paterson	Country	977 1 0	.....	977 1 0	732 2 0	244 3 0	1,212 15 0	121 5 6	75
	Raymond Terrace	Population Area	273 3 10	.....	273 3 10	67 2 20	206 0 30	169 5 0	16 18 6	25
		Country	150 0 0	.....	150 0 0	.....	150 0 0	.....	.....	.....
	Scone	Country	984 2 33	.....	984 2 38	984 2 38	.....	1,678 4 6	167 16 5	100
	Singleton	Population Area	1,306 3 0	.....	1,306 3 0	1,306 3 0	.....	2,348 17 6	234 17 9	100
		Country	1,109 0 0	.....	1,109 0 0	969 0 0	140 0 0	2,228 10 0	222 17 0	87
	Stroud	Country	7,008 3 0	46 0 0	6,962 3 0	1,320 0 0	5,642 3 0	2,605 0 0	260 10 0	18
	Taree	Population Area	1,409 2 20	44 1 0	1,365 1 20	503 2 20	861 3 0	749 12 6	74 19 3	37
		Country	852 3 0	.....	852 3 0	686 3 0	166 0 0	1,351 16 8	135 3 8	80
	Wollombi	Country	202 2 0	.....	202 2 0	81 0 0	121 2 0	162 0 0	16 4 0	40
	Total	Suburban or Population Area	9,643 1 37	70 0 0	9,573 1 37	6,049 1 26	3,524 0 11	12,259 18 5	1,225 19 10	63
		Country	27,170 0 18	3,587 3 0	23,582 1 18	10,185 2 18	13,396 3 0	20,366 17 10	2,036 13 9	43
	Grand Total	.....	36,813 2 15	3,657 3 0	33,155 3 15	16,235 0 4	16,920 3 11	32,626 16 3	3,262 13 7	49

SCHEDULE XII—*continued.*

Land Board District.	Land District.	Class of Land.	Total Acreage in Special Areas when proclaimed.	Area thereof since included in Reserves or otherwise rendered unavailable for Conditional Purchase.	Area available for Selection.	Area Selected.	Area Unselected on 31 December, 1894.	Price represented by Land Selected.	Amount received for Deposit Money.	Percentage of Area Selected to Area available for Selection.
			a. r. p.	a. r. p.	a. r. p.	a. r. p.	a. r. p.	£ s. d.	£ s. d.	Per cent.
Moree	Bingara	Country	1,833 3 0	483 0 0	1,350 3 0	294 1 0	1,056 2 0	564 2 6	56 9 3	21
	Moree	Country	26,180 3 0	1,221 0 0	24,959 3 0	2,092 3 0	22,867 0 0	5,527 7 0	627 0 6	8
	Warialda	Country	11,940 3 13	216 0 0	11,724 3 13	1,004 2 0	10,720 1 13	1,506 3 0	150 13 6	8
	Walgett	Country	6,351 0 0	640 0 0	5,711 0 0	.....	5,711 0 0	.....	.....	.....
	Total, Country	.....	46,306 1 13	2,560 0 0	43,746 1 13	3,391 2 0	40,354 3 13	7,597 12 6	834 3 3	7
	Grand Total	.....	46,306 1 13	2,560 0 0	43,746 1 13	3,391 2 0	40,354 3 13	7,597 12 6	834 3 3	7
Orange	Bathurst	Suburban or Population Area	837 2 10	.....	837 2 10	80 0 0	757 2 10	120 0 0	12 0 0	9
		Country	2,088 3 0	.....	2,088 3 0	1,544 2 0	544 1 0	2,515 0 0	373 11 0	74
	Carcoar	Country	100 2 30	.....	100 2 30	100 2 30	.....	151 0 8	15 2 1	100
	Cowra	Suburban or Population Area	1,599 3 0	27 1 5	1,572 1 35	942 0 1	630 1 34	3,395 19 3	339 11 11	60
		Country	24,168 0 0	927 0 0	23,241 0 0	21,291 1 0	1,949 3 0	40,195 11 7	4,388 19 2	91
	Lithgow	Country	3,970 2 0	400 3 0	3,569 3 0	920 1 0	2,649 2 0	2,658 12 6	265 17 3	26
	Molong	Suburban or Population Area	4,328 3 39	106 3 27	4,222 0 12	1,801 1 30	2,420 2 22	3,602 17 6	360 5 9	42
		Country	22,766 1 0	2,768 1 0	19,998 0 0	19,034 1 0	963 3 0	34,609 10 0	3,500 17 0	95
	Mudgee	Suburban or Population Area	2,126 3 0	.....	2,126 3 0	1,202 2 0	924 1 0	2,552 10 0	255 5 0	56
		Country	2,518 2 0	42 0 0	2,476 2 0	1,850 0 0	626 2 0	2,828 0 0	282 16 0	74
	Orange	Country	468 2 0	.....	468 2 0	419 0 0	49 2 0	1,804 0 0	202 18 0	89
	Rylstone	Suburban or Population Area	1,688 2 0	.....	1,688 2 0	777 1 0	911 1 0	1,554 0 0	155 9 0	46
	Wellington	Suburban or Population Area	2,678 1 0	5 0 0	2,673 1 0	1,695 2 0	977 3 0	3,071 0 0	307 2 0	63
		Country	379 3 0	1 3 0	378 0 0	378 0 0	.....	567 0 0	56 14 0	100
	Total	Suburban or Population Area	13,259 3 9	139 0 32	13,120 2 17	6,498 2 31	6,621 3 26	14,296 16 9	1,429 13 8	50
		Country	56,460 3 30	4,139 3 0	52,321 0 30	45,537 3 30	6,783 1 0	85,328 14 9	8,986 14 6	87
	Grand Total	.....	69,720 2 39	4,278 3 32	65,441 3 7	52,036 2 21	13,405 0 26	99,625 11 6	10,416 8 2	80
Sydney	Campbelltown	Country	9,371 0 0	2,020 3 0	7,350 1 0	2,492 3 0	4,857 2 0	3,987 0 0	398 14 0	34
	Liverpool	Country	96 2 0	.....	96 2 0	96 2 0	.....	193 0 0	19 6 0	100
	Metropolitan	Country	93 2 0	53 2 0	40 0 0	.....	40 0 0	.....	.....	...
	Nowra	Suburban or Population Area	271 3 20	.....	271 3 20	.....	271 3 20	.....	.....	...
		Country	201 3 0	.....	201 3 0	87 3 0	114 0 0	247 2 6	24 14 3	43½
	Parramatta	Suburban or Population Area	552 3 32	.....	552 3 32	48 2 0	504 1 32	339 10 0	33 19 0	8½
		Country	262 0 0	82 0 0	180 0 0	180 0 0	.....	545 0 0	54 10 0	100
	Penrith	Country	1,068 3 8	86 2 0	982 1 0	649 0 0	333 1 0	4,000 5 0	400 0 6	66
	Picton	Suburban or Population Area	137 2 13	.....	137 2 13	11 3 20	125 2 33	47 10 0	4 15 0	8½
		Country	2,215 1 0	179 3 0	2,065 2 0	1,579 2 0	486 0 0	4,117 0 0	411 14 0	76¾
	Windsor	Suburban or Population Area	4,632 3 10	.....	4,632 3 10	977 1 0	3,655 2 10	3,461 18 4	346 3 10	21
		Country	140 3 0	.....	140 3 0	61 2 0	79 1 0	123 0 0	12 6 0	43½
	Totals	Suburban or Population Area	5,595 0 35	.....	5,595 0 35	1,037 2 20	4,557 2 15	3,848 18 4	384 17 10	19
		Country	13,479 2 0	2,422 2 0	11,057 0 0	5,147 0 0	5,910 0 0	13,212 7 6	1,321 4 9	47
	Grand Total	.....	19,074 2 35	2,422 2 0	16,652 0 35	6,184 2 20	10,467 2 15	17,061 5 10	1,706 2 7	37

SCHEDULE XII—*continued.*

Land Board District.	Land District.	Class of Land.	Total Acreage in Special Areas when proclaimed.	Area thereof since included in Reserves or otherwise rendered unavailable for Conditional Purchase.	Area available for Selection.	Area Selected.	Area Unselected on 31 December, 1894.	Price represented by Land Selected.	Amount received for Deposit Money.	Percentage of Area Selected to Area available for Selection.
			a. r. p.	a. r. p.	a. r. p.	a. r. p.	a. r. p.	£ s. d.	£ s. d.	Per cent.
Tamworth	Coonabarrabran	Suburban or Population Area	264 0 0	.....	264 0 0	.....	264 0 0	.....	.....	...
		Country	1,697 0 0	1,537 0 0	160 0 0	160 0 0	.....	240 0 0	24 0 0	100
	Gunnedah	Suburban or Population Area	4,028 0 26	323 0 2	3,705 0 24	2,810 2 4	894 2 20	7,007 15 10	700 15 8	76
		Country	13,381 1 0	2,410 2 0	10,970 3 0	7,996 2 36	2,974 0 4	13,932 14 2	1,393 5 5	73
	Murrurundi	Suburban or Population Area	581 2 0	.....	581 2 0	125 2 0	456 0 0	251 0 0	25 2 0	21
		Country	17,126 3 0	1,864 2 10	15,262 0 30	10,216 3 10	5,045 1 20	19,789 11 8	1,978 19 2	67
	Narrabri	Suburban or Population Area	39 1 28	.....	39 1 28	19 3 32	19 1 36	160 8 4	16 0 10	51
		Country	35,134 3 0	15,362 1 0	19,772 2 0	8,803 0 0	10,969 2 0	14,438 3 9	1,443 16 5	44
	Tamworth	Suburban or Population Area	11,120 0 36	378 2 0	10,741 2 36	2,961 3 22	7,779 3 14	11,790 1 8	1,179 0 2	27
		Country	59,415 2 14	3,743 0 20	55,672 1 34	39,890 1 9	15,782 0 25	83,876 17 3	8,388 0 6	71
	Total	Suburban or Population Area	16,033 1 10	701 2 2	15,331 3 8	5,917 3 18	9,413 3 30	19,209 5 10	1,920 18 8	38
		Country	126,755 1 14	24,917 1 30	101,837 3 24	67,066 3 15	34,771 0 9	132,279 6 10	13,228 1 6	66
	Grand Total	.....	142,788 2 24	25,618 3 32	117,169 2 32	72,984 2 33	44,184 3 39	151,488 12 8	15,149 0 2	62
Wagga Wagga	Albury	Suburban Area	630 0 0	.....	630 0 0	80 0 0	550 0 0	240 0 0	24 0 0	13
		Country	24,254 1 3	4,003 2 0	20,250 3 3	17,974 0 23	2,276 2 20	44,753 10 0	4,475 7 0	89
	Cootamundry	Population Area	1,021 2 28	.....	1,021 2 28	796 3 18	224 3 10	21,758 4 2	2,175 16 5	78
		Country	61,392 2 10	14,650 3 0	59,926 3 10	47,992 3 29	11,933 3 21	75,083 10 10	7,508 7 1	80
	Cootamundry, Central	Country	1,842 1 0	.....	1,842 1 0	1,842 1 0	.....	4,102 0 0	410 4 0	100
	Corowa	Country	33,924 3 36	10,917 0 0	23,007 3 36	22,465 2 36	542 1 0	64,271 13 4	6,427 3 4	97
	Gundagai	Country	16,057 3 0	849 1 0	15,218 2 0	15,104 1 0	114 1 0	31,033 3 4	3,103 6 4	99
	Narrandera	Country	38,589 1 0	11,290 2 0	27,298 3 0	17,591 2 0	9,707 1 0	44,360 1 8	4,436 0 2	64
	Tumbarumba	Country	12,980 3 0	1,874 2 0	11,106 1 0	9,498 3 0	1,607 2 0	20,946 10 0	2,094 13 0	85
	Tumut	Population Area	223 2 10	.....	226 2 10	20 3 0	205 3 10	62 16 8	6 5 8	9
		Country	7,451 3 0	4,257 0 0	3,194 3 0	2,472 0 30	722 2 10	4,836 0 0	483 12 0	77
	Urana	Population Area	994 2 10	.....	994 2 10	254 2 10	740 0 0	763 14 2	76 7 5	26
		Country	63,186 1 28	17,578 1 0	45,608 0 28	40,268 2 30	5,339 1 38	77,160 11 8	7,716 1 2	88
	Wagga Wagga	Country	76,747 1 10	7,120 0 0	69,627 1 10	62,437 2 22	7,189 2 28	136,047 5 10	13,604 14 7	89
	Total	Suburban or Population Area	2,872 3 8	.....	2,872 3 8	1,152 0 28	1,720 2 20	22,824 15 0	2,282 9 6	40
		Country	336,437 1 7	59,355 3 0	277,081 2 7	237,648 0 10	39,433 1 37	502,594 6 8	50,259 8 8	86
	Grand Total	.....	339,310 0 15	59,355 3 0	279,954 1 15	238,800 0 38	41,154 0 17	625,419 1 8	52,541 18 2	85
		SUMMARY.								
	Total	Suburban or Population Area	150,261 1 4½	6,666 1 11	143,594 3 33½	83,643 1 25	59,951 2 8½	234,692 0 1	23,574 12 1	58
		Country	1,303,312 2 0	259,752 1 9	1,043,560 0 31	726,231 2 19	317,328 2 12	1,402,754 16 4	141,850 2 1	70
	Grand Total for the Colony	.....	1,453,573 3 4½	266,418 2 20	1,187,155 0 24½	809,875 0 4	377,280 0 20½	1,637,446 16 5	165,424 14 2	68

SCHEDULE XIII.

RETURN showing the Number of Certificates issued during the year 1894 (in connection with Conditional Purchases under the Repealed Acts) with the Number of Amended Certificates on account of alterations.

Number of Certificates	1,232
Number of Amended Certificates	8
Total	1,240

SCHEDULE XIV.

RETURN showing the Number of Transfers of Conditional Purchases received from 1st January to 31st December 1894, and the Number dealt with, inclusive of those on hand, during that period.

Number of Transfers received		8,125
" " intimated to Treasury		7,949
" Conditional Purchases thereby transferred		15,489
" " " actually transferred		11,235
" Transfers upon which stamp duty was paid		2,722
Amount of stamp duty paid thereon—		
Paid through Lands Department	£4,040 17 0	£4,621 9 0
Paid prior to lodgment	£580 12 0	
Number of Transfers registered in Registrar-General's office		8,155
" " in Registrar-General's office awaiting registration		Nil
" Crown Solicitor's certificates received		472
" Notices despatched, informing parties, Crown Land Agents, and Chairmen of Local Land Boards of registration of transfers		13,676

* Includes Conditional Purchases transferred more than once during the year.

SCHEDULE XV.

RETURN showing the Number of Transfers intimated to the Treasury, the Number of C.P's. included therein, and the actual Number of C.P's, and area thereof transferred during the year ending the 31st December, 1894.

Land District and Land Board District.	No. of Transfers.	No. of C.P's.	Area actually transferred.	No. of C.P's. actually transferred.
			a. r. p.	
Armidale—				
Armidale	198	412	38,684 1 29	300
Glen Innes	70	155	10,204 0 24	98
Inverell	158	315	27,015 2 1	205
Tenterfield	51	106	8,003 0 15	106
Walcha	32	85	11,934 2 20	75
Totals	509	1,073	95,931 3 9	784
Bourke—				
Bourke	20	28	6,675 0 0	27
Brewarrina	10	16	2,071 2 0	16
" East	...	...	.....	.....
Cobar	7	12	854 1 0	10
Wilcannia	3	3	1,380 0 0	3
Willyama	6	8	441 0 0	8
Totals	46	67	11,421 3 0	64
Cooma—				
Bega	141	369	14,821 2 29	234
Bombala	52	108	9,704 0 9	92
Braidwood	17	35	2,243 3 27	34
Cooma	260	629	50,721 0 21	439
Eden	84	173	10,193 2 30	127
Milton	14	26	1,183 0 38	20
Moruya	49	111	5,229 0 24	79
Queanbeyan	52	131	9,314 1 12	110
Totals	669	1,582	103,410 0 30	1,135
Dubbo—				
Coonamble	153	254	49,026 2 0	159
Dubbo	197	304	49,123 3 4	229
Nyngan	36	65	12,441 1 0	44
Warren	90	141	35,844 3 0	101
Totals	476	764	146,439 1 4	533
Forbes—				
Barmedman	52	70	15,097 1 0	49
" East	...	...	.....	.....
Condobolin	89	133	31,718 1 0	84
Forbes	89	143	19,766 1 17	100
Grenfell	87	171	18,271 2 0	124
Parkes	149	225	49,244 3 20	153
Totals	466	742	134,098 0 37	510
Goulburn—				
Boorowa	71	114	6,054 3 27	86
Goulburn	157	417	29,582 3 10	322
Gunning	144	321	18,190 1 5	283
Moss Vale	105	228	13,158 2 33	169
Yass	97	195	12,156 0 23	149
Young	215	449	48,333 3 25	372
Totals	789	1,724	127,476 3 3	1,381
Grafton—				
Bellingen	87	116	7,210 2 30	94
Casino	87	173	15,142 0 16	86
Grafton	110	228	14,938 0 35	163
Kempsey	109	190	15,818 0 18	167
Lismore	269	369	24,479 0 17	266
Murwillumbah	95	167	14,772 0 28	114
Port Macquarie	34	42	2,747 2 10	31
Totals	790	1,285	95,107 3 34	920
Hay—				
Balranald	14	19	3,818 0 0	19
" South	...	...	.....	.....
Deniliquin	195	278	58,896 2 8	196
Hay	161	212	70,524 0 20	162
" North	...	...	.....	.....
Hillston	35	46	12,562 0 0	39
" North	...	...	.....	.....
Wentworth	8	14	1,742 0 0	10
Totals	413	569	147,542 2 28	426

SCHEDULE XV—*continued.*

Land District and Land Board District.	No. of Transfers.	No. of C.P's.	Area actually transferred. a. r. p.	No. of C.P's actually transferred.
Maitland—				
Cassilis	95	165	16,758 3 0	132
Dungog	20	51	2,207 3 10	35
Gosford	29	41	2,454 1 20	32
Maitland	9	14	908 0 0	12
Muswellbrook	40	99	4,333 2 0	77
Newcastle	9	13	893 1 0	6
Paterson	5	14	962 0 0	14
Raymond Terrace	6	6	265 1 0	5
Scone	99	270	16,861 1 0	185
Singleton	43	120	7,442 3 0	92
Stroud	42	65	5,873 2 0	46
Taree	125	200	11,032 2 30	167
Wollombi	23	47	1,903 1 0	33
Totals	545	1,105	71,906 1 20	836
Moree—				
Bingera	30	56	5,268 2 0	37
Moree	118	154	49,737 0 0	117
Walgett	13	19	5,620 0 0	12
" North	...	...	...	...
Warialda	87	195	23,537 3 0	107
Totals	248	434	84,163 1 0	273
Orange—				
Bathurst	89	166	9,453 0 35	116
Carcoar	96	217	16,344 3 37	180
Cowra	168	372	31,864 3 30	277
Lithgow	51	109	6,071 2 26	85
Molong	230	545	43,975 1 20	394
Mudgee	57	111	5,037 1 0	77
Orange	97	224	12,930 0 5	170
Rylstone	40	87	5,532 1 0	84
Wellington	74	142	11,466 1 1	116
Totals	902	1,973	142,675 3 34	1,499
Sydney—				
Campbelltown	6	6	1,340 0 0	5
Kiama	14	17	536 2 0	9
Liverpool	...	...	...	...
Metropolitan	...	...	...	...
Nowra	85	147	7,902 0 0	107
Parramatta	10	10	383 3 0	8
Penrith	5	7	520 0 0	5
Picton	28	40	3,317 3 32	33
Windsor	16	18	938 1 0	16
Wollongong	4	6	278 0 0	6
Totals	168	251	15,216 1 32	189
Tamworth—				
Coonabarabran	47	82	8,633 2 0	64
Gunnedah	64	116	24,414 0 7	98
Murrurundi	73	182	14,562 1 0	179
Narrabri	91	142	26,948 2 20	105
Tamworth	244	482	36,338 3 3	323
Totals	519	1,004	110,897 0 30	709
Wagga Wagga—				
Albury	208	380	41,225 3 24	257
Cootamundra	250	685	45,609 1 18	423
" Central	22	62	5,314 2 0	32
Corowa	163	278	35,793 0 10	178
Gundagai	108	319	17,329 2 21	219
Narrandera	96	152	35,973 1 0	110
Tumburumba	70	132	16,561 0 0	103
" North	...	...	...	...
Tumut	89	216	17,764 0 17	136
Urana	123	166	36,760 0 3	127
Wagga Wagga	280	536	78,644 1 23	391
Totals	1,403	2,926	330,975 0 36	1,976
Grand Total	7,949	15,489	1,617,263 0 17	11,235

SCHEDULE XVI.

RETURN showing Number and Area of Conditional Purchases declared forfeited during the year 1894 for non-fulfilment of the required conditions.

Land District and Land Board District.	Ordinary Lands.						Special Areas.						Total.	
	Original.		Additional.		Non-residential.		Original.		Additional.		Non-residential.			
	No.	Area.	No.	Area.	No.	Area.	No.	Area.	No.	Area.	No.	Area.	No.	Area.
		a. r.		a. r.		a. r.		a. r.		a. r.		a. r.		a. r.
Armidale—														
Armidale	3	657 2	1	40 0	...	...	1	52 1	...	...	...	...	5	749 3
Glen Innes	4	540 0	3	161 2	...	...	...	...	...	...	...	...	7	701 2
Inverell	...	...	1	80 0	...	...	...	...	...	...	...	...	1	80 0
Tenterfield	1	85 0	1	100 0	...	...	...	...	...	...	...	...	2	185 0
Walcha	6	1,150 0	1	160 0	1	160 3	...	...	...	...	...	...	8	1,470 3
Bourke—														
Bourke	...	...	...	...	...	...	1	518 0	...	...	...	...	1	518 0
Cooma—														
Bega	3	160 0	...	...	1	40 0	...	...	...	...	...	...	4	200 0
Bombala	3	410 0	2	205 1	...	...	...	...	...	...	...	...	5	615 1
Braidwood	1	45 0	5	260 1	...	...	...	...	...	...	...	...	6	305 1
Cooma	...	...	4	373 0	...	...	...	...	...	...	...	...	4	373 0
Eden	2	80 0	...	...	1	40 0	...	...	...	...	...	...	3	120 0
Moruya	3	120 0	...	...	...	...	...	...	...	...	...	...	3	120 0
Queanbeyan	2	140 0	...	...	2	520 0	...	...	...	...	...	...	4	660 0
Dubbo—														
Coonamble	4	1,296 0	...	...	...	...	...	...	...	...	...	...	4	1,296 0
Dubbo	2	95 0	...	...	...	...	...	...	...	...	...	...	2	95 0
Forbes—														
Barmedman	...	...	...	...	...	...	2	637 0	...	...	...	...	2	637 0
Condobolin	2	1,280 0	...	...	...	...	...	...	...	...	...	...	2	1,280 0
Forbes	...	...	...	...	...	...	1	5 2	...	...	...	...	1	5 2
Parkes	1	59 0	...	...	...	...	...	...	...	...	...	...	1	59 0
Goulburn—														
Boorowa	2	145 0	4	160 0	...	...	...	...	...	...	...	...	6	305 0
Goulburn	4	350 0	8	762 3	...	...	...	...	...	...	...	...	12	1,112 3
Gunning	4	415 0	1	40 0	...	...	...	...	...	...	...	...	5	455 0
Yass	3	200 0	4	170 0	...	...	...	...	...	...	...	...	7	370 0

SCHEDULE XVI—*continued.*

Land District and Land Board District.	Ordinary Lands.						Special Areas.						Total.	
	Original.		Additional.		Non-residential.		Original.		Additional.		Non-residential.			
	No.	Area.	No.	Area.	No.	Area.	No.	Area.	No.	Area.	No.	Area.	No.	Area.
		a. r.		a. r.		a. r.		a. r.		a. r.		a. r.		a. r.
Grafton—														
Bellingen	5	911 0	...	...	...	...	...	...	...	...	...	...	5	911 0
Casino	1	400 0	6	1,039 1	...	...	...	...	...	...	...	...	7	1,439 1
Grafton	3	1,000 0	3	210 1	...	...	...	...	...	...	3	284 0	9	1,494 1
Kempsey	5	298 0	3	496 0	1	320 0	...	...	...	...	...	...	9	1,114 0
Lismore	4	951 1	4	280 0	...	...	...	...	...	...	...	...	8	1,231 1
Murwillumbah	3	260 0	1	60 0	...	...	...	...	...	...	...	...	4	320 0
Port Macquarie	6	280 0	...	...	3	380 0	...	...	...	...	...	...	9	660 0
Hay—														
Deniliquin	...	...	...	...	...	...	1	541 3	1	98 1	...	...	2	640 0
Hay	5	2,511 0	...	...	...	...	...	...	...	...	...	...	5	2,511 0
Hillston	2	520 3	...	...	...	...	...	...	...	...	...	...	2	520 3
Maitland—														
Cassilis	3	360 0	...	...	...	...	...	...	...	...	...	...	3	360 0
Dungog	1	40 0	...	...	...	...	...	...	...	...	...	...	1	40 0
Gosford	...	...	...	...	...	...	1	40 0	...	...	...	...	1	40 0
Maitland	1	40 0	...	...	...	...	...	...	...	...	...	...	1	40 0
Raymond Terrace	1	40 0	...	...	2	80 0	...	...	...	...	...	...	3	120 0
Scone	4	755 0	...	...	...	...	...	...	...	...	...	...	4	755 0
Stroud	2	90 0	...	...	1	50 0	...	...	...	...	...	...	3	140 0
Taree	2	140 0	1	204 0	...	...	...	...	...	...	...	...	3	344 0
Moree—														
Bingera	1	1,200 0	...	...	...	...	...	...	...	...	...	...	1	1,200 0
Moree	1	640 0	...	...	...	...	...	...	...	...	...	...	1	640 0
Walgett	1	640 0	...	...	...	...	...	...	...	...	...	...	1	640 0
Warialda	1	1,559 3	...	...	...	...	...	...	...	...	...	...	1	1,559 3
Orange—														
Bathurst	5	545 2	1	101 2	1	40 0	1	235 0	...	...	...	...	8	831 0
Carcoar	9	1,040 0	1	40 0	...	...	...	...	...	...	...	...	10	1,080 0
Cowra	4	480 0	...	...	...	...	3	777 0	...	...	...	...	7	1,257 0
Lithgow	6	300 2	1	55 2	3	187 0	...	...	...	...	...	...	10	543 0
Molong	6	739 0	3	261 1	...	...	...	...	...	...	...	...	9	1,000 1
Mudgee	2	480 0	1	59 1	...	...	...	...	...	...	...	...	3	539 1
Orange	1	40 0	...	...	...	...	...	...	...	...	...	...	1	40 0
Rylstone	...	...	1	40 0	...	...	...	...	...	...	...	...	1	40 0
Sydney—														
Campbelltown	...	...	...	...	1	40 0	1	60 0	...	...	...	...	2	100 0
Kiama	1	60 0	2	126 0	...	...	...	...	...	...	...	...	3	186 0
Nowra	1	40 0	...	...	...	...	...	...	...	...	...	...	1	40 0
Parramatta	...	...	...	...	7	454 3	...	...	...	...	...	...	7	454 3
Penrith	...	...	...	...	2	90 0	...	...	...	...	1	46 2	3	136 2
Picton	7	525 0	...	...	4	600 0	...	...	1	79 3	1	160 0	13	1,364 3
Sydney	...	...	...	...	1	40 0	...	...	...	...	...	...	1	40 0
Windsor	11	578 3	...	...	6	301 0	...	...	...	...	...	...	17	879 3
Tamworth—														
Gunnedah	1	640 0	...	...	...	...	1	88 0	...	...	...	...	2	728 0
Murrurundi	1	96 1	...	...	...	...	...	...	...	...	...	...	1	96 1
Narrabri	5	345 0	...	...	...	...	...	...	...	...	...	...	5	345 0
Tamworth	2*	400 0	3†	195 2	...	...	...	...	...	...	...	...	5	595 2
Wagga Wagga—														
Albury	3	710 0	...	...	...	...	2	200 0	...	...	...	...	5	910 0
Gundagai	1	100 0	...	...	...	...	...	...	...	...	...	...	1	100 0
Narrandera	1	100 0	...	...	...	...	...	...	...	...	...	...	1	100 0
Urana	...	...	...	...	...	...	1	320 0	...	...	...	...	1	320 0
Wagga Wagga	...	...	...	...	...	...	...	...	1	251 2	...	...	1	251 2
Tumbarumba	2	300 0	...	...	...	...	...	...	...	...	...	...	2	300 0
Total	171*	27,293 1	66†	5,681 1	37	3,343 2	16	3,474 2	3	429 2	5	490 2	298	40,712 2

* Including one C.P., 320 acres, applied for under C.L.A. of 1861. † Including one C.P., 94½ acres, applied for under C.L.A. of 1861.

Total in each Land Board District.

Land Board District.	No. of C.P.'s.	Area.
		a. r. p.
Armidale	23	3,187 0 0
Bourke	1	518 0 0
Cooma	29	2,393 2 0
Dubbo	6	1,391 0 0
Forbes	6	1,981 2 0
Goulburn	30	2,242 3 0
Grafton	51	7,169 3 0
Hay	9	3,671 3 0
Maitland	19	1,839 0 0
Moree	4	4,039 3 0
Orange	49	5,330 2 0
Sydney	47	3,201 3 0
Tamworth	13	1,764 3 0
Wagga Wagga	11	1,981 2 0
Total	298	40,712 2 0

SCHEDULE XVII.

RETURN showing Number and Area of Conditional Purchases declared forfeited during the year 1894 for non-payment of balance, interest, or instalment of purchase money.

Land District and Land Board District.	Crown Lands Alienation Act of 1861.												Crown Lands Act of 1884.											
													Ordinary Lands.						Special Areas.					
	Section 13.		Section 14.		Section 19.		Section 21.		Section 22.		Total.		Section 20.		Section 42.		Section 47.		Sections 34, 20.		Sections 34, 42.		Total.	
	No.	Area.	No.	Area.	No.	Area.	No.	Area.	No.	Area.	No.	Area.	No.	Area.	No.	Area.	No.	Area.	No.	Area.	No.	Area.	No.	Area.
		a. r. p.		a. r. p.		a. r. p.		a. r. p.		a. r. p.		a. r. p.		a. r. p.		a. r. p.		a. r. p.		a. r. p.		a. r. p.		a. r. p.
Coonia—																								
Bega	4	160 0 0	...	...	...	...	7	339 2 0	...	...	11	499 2 0	5	250 0 0	3	219 2 0	...	...	...	...	...	...	8	469 2 0
Bombala	1	50 0 0	...	...	...	...	...	...	...	...	1	50 0 0	3	149 1 0	...	...	...	...	...	...	...	...	3	149 1 0
Braidwood	2	80 0 0	...	...	...	...	2	80 0 0	...	...	4	160 0 0	...	...	...	...	...	...	...	...	...	...	...	...
Cooma	2	140 0 0	...	...	...	...	2	318 0 0	...	...	4	458 0 0	3	204 0 0	...	...	...	...	...	...	...	...	3	204 0 0
Eden	5	270 0 0	1	40 0 0	...	...	6	272 2 0	...	...	12	582 2 0	10	1,050 0 0	4	300 0 0	1	80 0 0	...	...	...	...	11	1,430 0 0
Milton	...	...	...	...	...	...	1	40 0 0	...	...	1	40 0 0	1	80 0 0	...	...	1	40 0 0	...	...	...	...	2	120 0 0
Moruya	4	460 0 0	...	...	...	...	...	...	...	...	4	460 0 0	2	150 0 0	3	142 0 0	...	...	...	...	...	...	5	292 0 0
Queanbeyan	2	140 0 0	...	...	...	...	1	40 0 0	...	...	3	180 0 0	...	...	3	190 0 0	...	...	...	...	...	...	3	190 0 0
Dubbo—																								
Coonamble	3	160 0 0	...	...	...	...	1	229 2 0	...	...	4	389 2 0	...	...	...	...	1	320 0 0	...	...	...	...	1	320 0 0
Dubbo	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	2	80 0 0	...	...	...	...	2	80 0 0
Nyngan	2	120 0 0	1	142 1 0	...	...	...	...	...	...	3	272 1 0	1	640 0 0	...	...	...	...	...	...	...	...	1	640 0 0
Forbes—																								
Condobolin	1	3.0 0 0	...	...	2	90 0 0	1	320 0 0	...	...	4	730 0 0	2	1,280 0 0	...	...	...	...	...	...	...	...	2	1,280 0 0
Goulburn—																								
Moss Vale	...	...	...	...	5	200 0 0	...	...	...	...	5	200 0 0	...	...	1	300 0 0	2	128 3 0	...	...	...	...	3	428 3 0
Boorowa	2	80 0 0	...	...	...	...	...	...	...	...	2	80 0 0	...	...	1	100 0 0	...	...	...	...	...	...	1	100 0 0
Goulburn	31	1,944 2 0	3	180 0 0	...	...	31	1,531 1 0	9	399 0 0	64	4,054 3 0	4	190 3 0	1	50 0 0	...	...	...	...	...	...	5	240 3 0
Gunning	5	200 0 0	1	103 2 0	...	...	8	480 0 0	...	...	14	786 2 0	2	526 2 0	2	400 0 0	...	...	...	...	...	...	4	926 2 0
Yass	4	360 0 0	...	...	...	...	...	...	1	40 0 0	5	400 0 0	...	...	...	...	...	...	...	...	...	...	...	...
Grafton—																								
Bellingen	...	...	...	...	...	...	1	49 0 0	...	...	1	49 0 0	2	160 0 0	2	413 0 0	1	40 0 0	1	40 0 0	2	94 0 0	8	747 0 0
Casino	...	...	...	...	...	...	...	...	...	...	...	...	1	640 0 0	2	156 2 0	4	306 2 0	...	...	...	...	7	1,103 0 0
Grafton	2	450 0 0	...	...	...	...	2	100 0 0	1	60 0 0	5	610 0 0	1	50 0 0	2	168 0 0	...	...	...	...	...	...	3	218 0 0
Kempsey	4	360 0 0	...	...	...	...	18	1,625 3 0	5	500 0 0	27	2,485 3 0	3	708 1 0	5	708 2 0	...	...	...	...	...	...	8	1,416 3 0
Lismore	...	...	...	...	...	...	4	311 3 0	...	...	4	311 3 0	1	92 0 0	1	130 2 0	3	435 2 0	...	...	1	68 0 0	6	726 0 0
Port Macquarie	1	40 0 0	...	...	...	...	...	...	...	...	1	40 0 0	4	480 0 0	...	...	...	...	...	...	...	...	4	480 0 0
Hay—																								
Balranald	1	200 0 0	...	...	...	...	...	...	...	...	1	200 0 0	...	...	...	...	...	...	...	...	...	...	...	...
Maitland—																								
Gosford	...	...	...	...	...	...	...	...	...	...	...	...	1	40 0 0	...	...	...	...	...	...	...	...	1	40 0 0
Raymond Ter.	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1	235 0 0	2	400 0 0	...	...	...	...	3	635 0 0
Scone	1	40 0 0	...	...	2	150 0 0	2	102 3 0	...	...	5	292 3 0	...	...	1	40 0 0	...	...	...	...	...	...	1	40 0 0
Stroud	1	40 0 0	...	...	...	...	1	40 0 0	...	...	2	80 0 0	1	40 0 0	2	92 0 0	...	...	...	...	...	...	3	132 0 0
Taree	2	80 0 0	3	140 0 0	...	...	1	41 0 0	...	...	6	261 0 0	4	513 0 0	3	197 0 0	...	...	...	...	...	...	7	710 0 0
Wollombi	3	153 0 0	...	...	...	...	1	60 0 0	...	...	4	213 0 0	2	115 3 0	2	187 3 0	1	40 0 0	...	...	...	...	5	343 2 0
Moree—																								
Walgett	1	40 0 0	...	...	...	...	...	...	...	...	1	40 0 0	...	...	...	...	...	...	...	...	...	...	...	...
Warialda	2	90 0 0	...	...	...	...	6	250 0 0	...	...	8	340 0 0	...	...	...	...	...	...	...	...	...	...	...	...

SCHEDULE XVII—*continued.*

Land District and Land Board District.	Crown Lands Alienation Act of 1861.															Crown Lands Act of 1884.												
																Ordinary Lands.						Special Areas.						
	Section 13.		Section 14.		Section 19.		Section 21.		Section 22.		Total.		Section 26.		Section 42.		Section 47.		Sections 26, 24.		Sections 42, 24.		Total.	
	No.	Area.	No.	Area.	No.	Area.	No.	Area.	No.	Area.	No.	Area.	No.	Area.	No.	Area.	No.	Area.	No.	Area.	No.	Area.	No.	Area.
		a. r. p.		a. r. p.		a. r. p.		a. r. p.		a. r. p.		a. r. p.		a. r. p.		a. r. p.		a. r. p.		a. r. p.		a. r. p.		a. r. p.
Sydney—																								
Nowra	1	100 0 0	...	...	...	...	...	...	...	...	1	100 0 0	1	60 0 0	3	374 1 0	...	...	...	...	...	...	4	434 1 0
Picton	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1	60 0 0	...	...	...	...	1	60 0 0
Windsor	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1	122 0 0	...	...	...	...	1	122 0 0
Tamworth—																								
Coonabarabran	...	...	...	...	3	120 0 0	...	...	...	...	3	120 0 0	1	40 0 0	...	...	...	...	...	...	...	...	1	40 0 0
Gunnedah	1	40 0 0	...	...	...	...	...	...	...	...	1	40 0 0	...	...	...	...	...	...	...	...	...	...	...	...
Narrabri	4	220 0 0	...	...	...	...	...	...	...	...	4	220 0 0	...	...	...	...	...	...	...	...	...	...	...	...
Tamworth	2	255 3 0	...	...	...	...	...	...	...	...	2	255 3 0	...	...	...	...	...	...	...	...	...	...	...	...
Wagga Wagga—																								
Albury	2	380 0 0	...	...	...	...	...	...	...	...	2	380 0 0	...	...	...	...	...	...	...	...	...	...	...	...
Corowa	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1	160 0 0	...	...	1	160 0 0
Gundagai	...	...	...	...	1	80 0 0	...	...	...	...	1	80 0 0	...	...	...	...	...	...	...	...	...	...	...	...
Tumbarumba	...	...	1	40 0 0	...	...	1	120 0 0	...	...	2	160 0 0	1	640 0 0	...	...	...	...	...	...	...	...	1	640 0 0
Tumut	1	40 0 0	2	354 0 0	...	...	1	150 0 0	...	...	4	544 0 0	2	411 1 0	...	...	...	...	...	...	...	...	2	411 1 0
Urana	2	227 1 24	1	120 0 0	...	...	...	...	...	...	3	347 1 24	...	...	...	...	...	...	...	...	...	...	...	...
Wagga Wagga	1	80 0 0	1	40 0 0	...	...	4	510 0 0	...	...	6	630 0 0	...	...	...	...	1	117 3 0	...	...	...	...	1	117 3 0
Total	90	7,320 2 24	13	1,042 3 0	13	640 0 0	103	7,131 0 0	16	999 0 0	235	17,133 1 24	58	8,510 3 0	42	4,464 0 0	21	2,170 2 0	2	200 0 0	3	162 0 0	126	15,507 1 0

Totals of each Land Board District.

Land Board District.	No. of C.P's.	Area.
		a. r. p.
Cooma	40	2,430 0 0
Dubbo	7	651 3 0
Forbes	4	730 0 0
Goulburn	90	5,521 1 0
Grafton	38	3,496 2 0
Hay	1	200 0 0
Maitland	17	846 3 0
Moree	9	380 0 0
Sydney	1	100 0 0
Tamworth	10	633 3 0
Wagga Wagga	18	2,141 1 24
Total	235	17,133 1 24

Totals of each Land Board District.

Land Board District.	No. of C.P's.	Area.
		a. r. p.
Cooma	39	2,854 3 0
Dubbo	4	1,040 0 0
Forbes	2	1,280 0 0
Goulburn	13	1,096 0 0
Grafton	36	4,690 3 0
Maitland	20	1,960 2 0
Sydney	6	616 1 0
Tamworth	1	40 0 0
Wagga Wagga	5	1,329 0 0
Total	126	15,507 1 0

Grand Total ..... 361 C.P's.; area 32,640 acres 2 roods 24 perches.

SCHEDULE XVIII.

RETURN for the year 1894, showing the number and area of Conditional Purchases validated under the 138th section of the Crown Lands Act of 1884, and of Mineral Conditional Purchases validated under 50 Vic. No. 21.

CONDITIONAL PURCHASES.

Land District.	No. of Conditional Purchases.	Area.
		acres.
Bingara	1	60
Cassilis	1	40
Corowa	1	40
Forbes	1	100
Queanbeyan	1	120
Total	5	360

MINERAL CONDITIONAL PURCHASES validated under Section 3 on account of being within a Gold-field.

Land District.	No. of Conditional Purchases.	Area.
		acres.
Cobar (now Nyngan)	2	80

SCHEDULE XIX.

RETURN showing Increases and Decreases in Areas of Conditional Purchases during 1894.

Land Board District.	Land District.	The Crown Lands Act of 1884.		The Crown Lands Alienation Act of 1861.	
		Increase in Areas.	Decrease in Areas.	Increase in Areas.	Decrease in Areas.
		a. r. p.	a. r. p.	a. r. p.	a. r. p.
Armidale	Armidale	21 1 0	1 0 0	6 2 0	71 1 18
	Glen Innes	.....	141 1 0	.....	1 1 33
	Inverell	27 3 0	54 0 0	.....	1 3 0
	Tenterfield	390 3 0	3 0 0	.....	8 0 0
Bourke	Brewarrina East	.....	350 0 0	.....	.....
	Bourke	.....	.....	.....	0 2 34
Cooma	Bega	23 0 0	.....	2 3 0	0 0 1
	Bombala	13 2 0	152 1 0	10 3 20	.....
	Braidwood	12 0 0	19 0 0	.....	.....
	Cooma	47 1 0	25 3 0	2 0 0	20 2 0
	Eden	19 3 0	33 2 20	1 0 0	2 0 0
	Milton	35 0 0	.....	.....	.....
	Moruya	186 0 0	20 0 0	0 3 0	.....
	Queanbeyan	102 1 18	162 3 0	11 0 1	2 0 0
Dubbo	Coonamble	21 0 0	123 0 0	.....	.....
	Dubbo	.....	285 2 0	9 3 5	0 3 0
	Warren	.....	0 2 0	.....	.....
Forbes	Barmedman	.....	190 2 0	.....	.....
	Barmedman East	3 3 0	.....	.....	.....
	Condobolin	9 0 0	395 0 0	.....	.....
	Forbes	12 2 0	4 2 0	14 1 20	3 3 0
	Grenfell	.....	.....	.....	3 0 24
	Parkes	2 0 0	0 3 0	.....	52 0 23
Goulburn	Boorowa	.....	248 2 0	0 1 0	.....
	Goulburn	5 2 0	5 1 0	.....	9 0 0
	Gunning	.....	13 0 0	.....	.....
	Moss Vale	51 2 0	.....	3 1 0	13 0 20
	Yass	42 2 0	1 0 4	1 1 0	.....
	Young	15 1 15	402 1 30½	.....	212 0 37
Grafton	Bellingen	21 0 0	15 1 0	9 1 0	13 3 0
	Casino	4 0 0	33 3 0	7 0 0	63 1 34½
	Grafton	.....	1 1 0	.....	.....
	Kempsey	.....	.....	1 2 0	3 1 0
	Lismore	10 2 0	22 2 30	22 1 15	211 3 21
	Murwillumbah	12 1 0	117 1 0	16 3 0	257 2 39
	Port Macquarie	.....	.....	3 0 0	.....
Hay	Deniliquin	124 1 0	13 0 0	33 3 25	2 1 0
	Hay	1 3 0	16 1 0	.....	.....
East Maitland	Cassilis	5 0 0	1 3 0	.....	12 3 0
	Dungog	.....	.....	.....	3 0 13
	Gosford	1 1 0	4 0 10	1 3 28	12 1 0
	Maitland	.....	.....	.....	0 1 0
	Muswellbrook	3 0 0	57 2 0	.....	.....
	Newcastle	.....	0 1 20	.....	.....
	Scone	.....	40 3 0	.....	.....
	Singleton	0 2 0	6 2 0	.....	.....
	Stroud	51 2 0	.....	.....	.....
	Taree	.....	.....	2 3 0	.....
	Wollombi	.....	4 0 0	.....	3 1 0

SCHEDULE XIX—*continued.*

Land Board District.	Land District.	The Crown Lands Act of 1884.		The Crown Lands Alienation Act of 1861.	
		Increase in Areas.	Decrease in Areas.	Increase in Areas.	Decrease in Areas.
		a. r. p.	a. r. p.	a. r. p.	a. r. p.
Moree	Bingara	100 2 0	.....	.....	5 3 0
	Moree	109 0 0	97 3 0	.....	43 2 0
	Walgett	309 3 0	241 2 0	.....	.....
	Warialda	71 2 0	2 0 0	.....	.....
Orange	Bathurst	18 2 0	63 2 0	.....	2 2 0
	Carcoar	164 1 0	179 1 0	3 0 0	13 3 20
	Cowra	22 3 0	53 1 20	4 1 15	.....
	Lithgow	108 1 6	.....	.....	.....
	Molong	45 0 0	26 2 0	7 3 20	220 1 17
	Mudgee	155 1 0	16 1 0	.....	.....
	Orange	30 0 0	.....	1 2 23	.....
	Rylstone	124 1 0	44 0 0	.....	.....
	Wellington	107 3 0	49 0 0	3 3 30	0 1 9
Sydney	Picton	67 0 0	20 0 0	.....	.....
	Penrith	.....	10 1 0	.....	.....
	Windsor	36 0 0	.....	.....	.....
	Campbelltown	44 1 0	.....	.....	.....
	Nowra	0 2 0	.....	.....	10 1 29
Tamworth	Coonabarabran	1 1 0	.....	.....	3 0 0
	Gunnedah	3 3 4	.....	.....	.....
	Murrurundi	113 2 0	192 1 0	.....	39 0 0
	Narrabri	35 3 0	193 0 0	.....	.....
	Tamworth	72 0 0	77 0 0	.....	2 3 0
Wagga Wagga	Albury	.....	.....	.....	0 3 0
	Cootamundra	4 1 0	166 1 0	.....	1,009 3 7
	Cootamundra Central	1 1 0	.....	.....	.....
	Corowa	1 2 0	316 0 0	.....	.....
	Gundagai	11 0 0	166 2 0	.....	12 0 0
	Narrandera	.....	17 3 0	.....	.....
	Tumbarumba	39 1 0	.....	.....	1 2 24
	Tumut	.....	.....	.....	16 3 35½
	Urana	.....	13 3 0	.....	0 3 23
	Wagga Wagga	.....	61 0 0	13 3 0	95 2 6

GRAND TOTALS.

	a. r. p.
Crown Lands Act of 1884.	
Increase in Area	3,008 3 3
Decrease "	4,982 3 14½
Crown Lands Alienation Act of 1861.	
Increase in Area	201 3 2
Decrease "	2,463 3 28
Total Increase in Area	3,210 2 5
Total Decrease "	7,446 3 2½

SCHEDULE XX.

SCHEDULE giving summary of particulars relating to the disallowance, forfeiture, &c., of Conditional Purchases, and also showing the number and area of Conditional Purchases in existence on the 31st December, 1894.

Particulars.	No.	Area.	No.	Area.
		a. r. p.		a. r. p.
Disallowed	692	123,217 2 34		
Declared forfeited	659	73,353 0 24		
Reductions in area	.....	7,446 3 2½	1,351	204,017 2 20½
Reversals of forfeiture for non-payment—Crown Lands Alienation Act, 1861	142	11,004 3 24		
Reversals of forfeiture for non-payment—Crown Lands Act, 1884	40	4,688 3 0		
Reversals of forfeiture for reasons other than non-payment—Crown Lands Act, 1884	11	1,037 0 0		
Increases in area	.....	3,210 2 5	193	19,971 0 29
Net decrease in area due to disallowances, forfeitures, &c.	.....	.....	1,158	184,046 1 31½
Number and area of Conditional Purchases selected up to 31st December, 1893, after deducting area cancelled, forfeited, lapsed, and disallowed, and including Conditional Purchases for which deeds have been issued	168,140	22,556,612 1 9		
Number and area of conditional purchases applied for during 1894	2,617	414,355 0 10¾	170,757	22,970,967 1 19¾
Less net decrease due to disallowances, voidances, forfeitures, &c., as above	.....	.....	1,158	184,046 1 31½
Number and area in existence on 31st December, 1894	.....	.....	169,599	22,786,920 3 28¼

SCHEDULE XXI.

Return showing the Number and Area of Conditional Leases applied for during 1894, with amount of Deposits and Survey Fees received.

Local Land Board District.	Land District.	No.	Area.	Deposit.	Survey Fee.
			a. r. p.	£ s. d.	£ s. d.
Armidale	Armidale	42	14,616 3 30	121 16 3	244 12 7
	Glen Innes	7	2,513 0 0	20 18 10	42 3 10
	Inverell	60	19,083 2 0	159 1 8	339 10 2
	Tenterfield	60	15,699 1 0	130 16 8	311 15 3
	Walcha	3	1,240 2 0	10 6 9	18 9 5
Bourke	Brewarrina East	7	13,440 0 0	112 0 0	87 18 9
Cooma	Bega	7	570 0 0	4 15 0	25 8 2
	Bombala	20	5,367 0 0	44 14 6	106 2 10
	Braidwood	35	9,100 0 0	75 16 8	179 9 3
	Cooma	42	9,002 3 0	75 0 6	205 12 6
	Eden	6	850 0 0	7 1 8	25 4 5
	Milton	4	311 0 0	2 12 1	14 14 5
	Moruya	14	2,658 0 0	22 3 0	64 13 10
	Queanbeyan	32	6,571 1 0	54 16 1	154 14 3
Dubbo	Coonamble	58	39,716 3 0	280 19 7	414 4 6
	Dubbo	24	8,284 3 0	69 1 1	137 16 7
	Nyngan	8	3,459 2 0	28 16 7	48 7 7
	Warren	19	5,446 1 0	45 7 9	103 8 4
Forbes	Barmedman	3	1,707 0 0	14 19 6	21 3 10
	Barmedman East	7	3,114 3 0	25 19 1	46 15 8
	Candobolin	7	3,350 0 0	27 18 4	43 4 5
	Forbes	9	2,050 0 0	17 1 10	44 1 5
	Grenfell	4	4,040 0 0	33 13 4	35 18 2
	Parkes	13	7,952 0 0	66 5 7	98 3 5
Goulburn	Boorowa	8	1,515 1 0	12 12 7	37 11 6
	Goulburn	32	5,618 2 0	46 16 6	147 18 0
	Gunning	8	1,172 0 0	9 15 5	32 9 7
	Moss Vale	21	5,224 0 0	43 10 8	107 14 10
	*Nowra	5	347 0 0	3 14 6	18 13 3
	Yass	10	1,282 1 0	10 13 9	41 14 6
	Young	1	40 0 0	0 6 8	3 0 0
Grafton	Bellingen	5	745 0 0	6 4 2	21 13 2
	Casino	6	929 0 0	7 14 10	23 8 10
	Grafton	4	740 0 0	6 3 4	18 18 10
	Kempsey	4	1,080 0 0	9 0 0	21 5 8
	Port Macquarie	2	954 0 0	7 19 0	14 1 4
Hay	Deniliquin	3	625 0 0	5 4 2	15 1 11
	Hay	10	6,088 1 0	50 14 9	73 2 7
	Hillston	2	912 0 0	7 12 0	13 0 8
Maitland	Casilis	44	11,820 1 0	98 10 2	236 5 4
	Dungog	4	500 0 0	4 3 4	16 13 10
	Muswellbrook	11	740 0 0	6 3 4	38 5 0
	Paterson	3	320 0 0	2 13 4	12 0 0
	Raymond Terrace	1	265 2 0	2 4 3	5 10 8
	Scone	41	19,111 2 0	162 5 3	270 13 9
	Singleton	3	340 0 0	2 16 8	11 16 4
	Stroud	6	1,320 0 0	11 0 0	26 19 5
	Taree	6	502 0 0	4 3 8	22 4 5
	Wollombi	2	231 0 0	1 18 6	7 17 6
Moree	Bingara	31	18,569 0 0	154 14 10	229 12 5
	Moree	65	65,518 2 0	545 19 10	580 9 0
	Walgett	25	23,458 0 0	195 9 8	216 0 4
	Warialda	28	15,192 1 0	126 12 1	239 13 0
Orange	Bathurst	11	2,926 0 0	24 7 10	58 10 0
	Carcoar	16	2,526 2 0	21 1 2	71 1 5
	Cowra	2	458 0 0	3 16 4	10 6 8
	Lithgow	7	751 0 0	6 5 2	27 15 1
	Molong	37	10,529 0 0	87 15 0	201 4 9
	Mudgee	47	15,908 3 0	126 14 11	262 6 9
	Orange	6	1,601 3 0	13 7 0	31 13 10
	Rylstone	22	5,454 2 0	45 9 1	112 7 10
	Wellington	17	6,446 0 0	53 14 4	101 12 8
Sydney	Campbelltown	1	69 0 0	0 11 6	3 11 6
	Parramatta	1	43 3 0	0 7 4	3 1 11
	Penrith	1	100 0 0	0 16 8	3 18 9
	Picton	18	5,717 0 0	47 12 10	97 10 3
Tamworth	Coonabarrabran	26	12,469 2 0	103 18 3	169 4 8
	Gunnedah	18	8,653 1 0	72 5 8	118 19 10
	Murrurundi	13	3,182 0 0	27 10 6	60 3 11
	Narrabri	50	36,160 0 0	301 6 8	389 15 4
	Tamworth	105	42,501 1 0	354 3 9	658 17 5
Wagga Wagga	Cootamundra	7	2,334 1 0	19 19 1	41 7 0
	Gundagai	16	3,840 1 0	32 0 1	81 13 4
	Narrandera	2	1,430 0 0	11 18 4	15 9 5
	Tumbarumba	7	1,210 0 0	10 1 8	31 2 6
	Tumut	4	675 2 0	5 12 9	17 16 4
	Wagga Wagga	13	4,765 0 0	39 14 4	74 14 8
	Totals	1,333	528,612 2 30	4,409 9 10	7,963 14 8

*Now transferred to Metropolitan (Sydney) Land Board District.

SCHEDULE XXII.

Return showing the number and area of Conditional Lease Applications confirmed or disallowed during 1894.

Local Land Board District.	Land District.	Applications made during 1894.				Applications made prior to 1st January, 1894.				Total.			
		Confirmed.		Disallowed.		Confirmed.		Disallowed.		Confirmed.		Disallowed.	
		No.	a. r. p.	No.	a. r. p.	No.	a. r. p.	No.	a. r. p.	No.	a. r. p.	No.	a. r. p.
Armidale	Armidale	13	6,152 1 0	3	1,560 0 0	29	10,205 3 0	5	1,470 0 0	42	16,359 0 0	8	3,030 0 0
	Glen Innes	2	1,280 0 0	..	.....	6	1,046 0 0	..	.....	8	2,326 0 0	..	.....
	Inverell	11	2,813 3 0	10	4,186 0 0	20	9,590 0 0	7	2,601 2 0	31	12,403 3 0	17	6,787 2 0
	Tenterfield	12	2,602 0 0	7	1,230 0 0	19	6,868 2 0	..	.....	31	9,491 2 0	7	1,230 0 0
	Walcha	..	.....	1	80 0 0	3	607 1 16	..	.....	3	607 1 16	1	80 0 0
Bourke	Brewarrina East	3	5,760 0 0	1	1,920 0 0	4	6,033 0 0	..	.....	7	11,793 0 0	1	1,920 0 0
Cooma	Bega	5	490 2 0	1	50 0 0	1	67 0 0	..	.....	6	557 2 0	1	50 0 0
	Bombala	8	1,805 3 0	2	500 0 0	13	2,753 3 0	..	.....	21	4,618 2 0	2	500 0 0
	Braidwood	14	4,689 2 0	8	2,960 0 0	7	1,521 2 0	3	854 0 0	21	6,211 0 0	11	3,814 0 0
	Cooma	17	3,790 1 0	1	300 0 0	30	6,983 1 0	5	971 2 0	47	9,703 2 0	6	1,271 2 0
	Eden	4	636 2 0	2	200 0 0	1	45 0 0	..	.....	5	681 2 0	2	200 0 0
	Milton	2	100 0 0	2	151 0 0	1	67 2 0	..	.....	3	227 2 0	2	151 0 0
	Moruya	3	1,463 0 0	5	1,000 0 0	6	514 0 0	4	540 0 0	14	1,977 0 0	9	1,540 0 0
	Queanbeyan	17	3,030 1 0	9	2,171 0 0	24	2,850 1 0	7	920 0 0	41	5,880 2 0	16	3,091 0 0
Dubbo	Coonamble	16	4,035 3 0	13	8,724 0 0	21	14,011 2 0	17	8,606 3 0	31	18,047 2 0	30	17,330 3 0
	Dubbo	8	1,783 1 0	6	1,409 0 0	27	12,055 2 0	12	8,758 0 0	35	14,838 3 0	18	10,167 0 0
	Nyngan	2	65 2 0	1	57 2 0	2	3,840 0 0	..	.....	4	3,905 2 0	1	57 2 0
	Warren	4	1,469 1 0	6	1,909 2 0	..	.....	..	.....	4	1,469 1 0	6	1,909 2 0
Forbes	Barmedman	3	1,792 0 0	..	.....	10	6,220 0 0	3	2,460 0 0	13	8,022 0 0	3	2,460 0 0
	Barmedman East	3	1,581 2 0	3	816 0 0	2	292 2 0	1	367 0 0	5	1,874 0 0	4	1,183 0 0
	Condobolin	4	2,697 2 0	..	.....	7	2,271 3 0	2	672 0 0	11	4,969 1 0	2	672 0 0
	Forbes	2	127 3 0	2	302 2 0	1	222 2 0	3	555 1 0	3	350 1 0	5	857 3 0
	Grenfell	1	119 0 0	2	3,321 0 0	1	1,069 0 0	..	.....	2	1,188 0 0	2	3,321 0 0
	Parkes	7	4,452 0 0	4	2,450 0 0	2	1,339 1 0	..	.....	10	5,791 1 0	4	2,450 0 0
Goulburn	Boorowa	3	455 0 0	3	600 0 0	8	1,329 2 0	1	180 0 0	11	1,784 2 0	4	866 0 0
	Goulburn	12	1,857 2 0	5	1,458 0 0	24	3,922 0 0	2	307 2 0	36	5,779 2 0	7	1,765 2 0
	Gunning	4	563 3 0	3	488 1 0	4	564 0 0	..	.....	8	1,127 3 0	3	488 1 0
	Moss Vale	12	2,055 3 0	6	1,835 0 0	12	5,987 3 0	3	860 0 0	24	8,043 2 0	9	2,695 0 0
	Nowra	3	84 1 0	3	357 0 0	2	360 0 0	..	.....	4	444 1 0	3	357 0 0
	Yass	4	363 0 0	2	428 0 0	4	514 1 0	2	255 2 0	8	877 1 0	4	683 2 0
Grafton	Bellingen	4	704 0 0	..	.....	3	920 0 0	..	.....	7	1,624 0 0	..	.....
	Casino	4	578 0 0	..	.....	2	410 0 0	2	250 0 0	6	988 0 0	2	250 0 0
	Grafton	3	554 2 0	..	.....	1	200 0 0	..	.....	4	754 2 0	..	.....
	Kempsey	2	647 0 0	..	.....	4	1,114 2 0	1	450 0 0	6	1,861 2 0	1	450 0 0
	Port Macquarie	..	.....	1	354 0 0	1	38 0 0	2	1,220 0 0	1	38 0 0	3	1,044 0 0
Hay	Balranald South	..	.....	..	.....	3	1,650 0 0	..	.....	3	1,650 0 0	..	.....
	Deniliquin	2	404 0 0	1	221 0 0	6	4,291 2 0	3	2,210 2 0	8	4,695 2 0	4	2,431 2 0
	Hay	2	1,364 0 0	..	.....	2	2,727 0 0	1	1,676 0 0	4	4,091 0 0	1	1,676 0 0
	Hillston	1	777 0 0	..	.....	1	960 0 0	..	.....	2	1,737 0 0	..	.....
Maitland	Cassilis	24	5,705 2 0	6	2,015 0 0	9	2,719 1 0	1*	584 0 0	33	8,424 3 0	7	2,599 0 0
	Dungog	2	250 0 0	2	250 0 0	..	.....	..	.....	2	250 0 0	2	250 0 0
	Gosford	..	.....	..	.....	1	150 0 0	..	.....	1	150 0 0	..	.....
	Muswellbrook	3	170 2 0	6	420 0 0	2	160 0 0	..	.....	5	330 2 0	6	420 0 0
	Newcastle	..	.....	..	.....	3	290 0 0	..	.....	3	290 0 0	..	.....
	Paterson	1	115 0 0	1	100 0 0	2	233 0 0	..	.....	3	348 0 0	1	100 0 0
	Raymond Terrace	1	265 2 0	..	.....	1	51 3 0	1	275 2 0	2	317 1 0	1	275 2 0
	Scone	19	9,378 2 0	5	1,430 2 0	20	8,135 2 0	7	4,090 0 0	39	17,514 0 0	12	5,520 2 0
	Singleton	2	216 0 0	1	150 0 0	1	150 0 0	..	.....	3	366 0 0	1	150 0 0
	Stroud	2	554 2 0	1	100 0 0	3	600 2 0	1	300 0 0	5	1,154 0 0	2	400 0 0
	Taree	4	372 0 0	..	.....	5	1,263 3 0	1	120 0 0	9	1,635 3 0	1	120 0 0
	Wollombi	1	191 0 0	1	40 0 0	..	.....	..	.....	1	191 0 0	1	40 0 0
Moree	Bingara	5	2,700 0 0	9	4,106 0 0	11	2,633 0 0	2	2,470 0 0	16	5,332 0 0	11	6,576 0 0
	Moree	22	24,500 2 0	14	14,479 0 0	19	16,942 1 0	11	9,465 1 0	41	41,342 3 0	25	23,944 1 0
	Warialda	5	1,894 1 0	4	2,505 0 0	12	5,657 2 0	3	2,068 0 0	17	7,051 3 0	7	4,573 0 0
	Walgett	11	12,120 2 0	4	4,020 0 0	10	8,780 3 0	1	600 0 0	21	20,901 1 0	5	4,620 0 0
Orange	Bathurst	7	1,623 0 0	1	240 0 0	14	5,030 0 0	1	162 0 0	21	6,722 0 0	2	402 0 0
	Carcoar	2	207 0 0	4	650 0 0	16	4,023 1 0	4	1,555 0 0	18	4,230 1 0	8	2,205 0 0
	Cowra	2	444 0 0	..	.....	2	357 3 0	..	.....	4	801 3 0	..	.....
	Lithgow	4	502 0 0	1	100 0 0	9	2,568 0 0	1	540 0 0	13	3,070 0 0	2	640 0 0
	Molong	4	1,267 3 0	8	1,775 0 0	20	6,320 0 0	..	.....	24	7,587 3 0	8	1,775 0 0
	Mudgee	14	6,096 1 0	10	1,324 2 0	25	10,777 3 0	1	180 0 0	39	16,874 0 0	11	1,504 2 0
	Orange	1	100 0 0	1	300 0 0	1	202 3 0	..	.....	2	302 3 0	1	300 0 0
	Rylstone	5	1,028 1 0	4	402 0 0	29	8,711 3 0	2	335 0 0	34	9,738 0 0	7	827 0 0
	Wellington	8	3,093 1 0	1	150 0 0	15	3,023 2 0	..	.....	23	6,121 3 0	1	150 0 0
Sydney	Campbelltown	1	69 0 0	..	.....	..	.....	..	.....	1	69 0 0	..	.....
	Parramatta	..	.....	1	43 3 0	..	.....	..	.....	..	.....	1	43 3 0
	Penrith	1	100 0 0	..	.....	3	297 2 0	..	.....	4	397 2 0	..	.....
	Picton	10	2,357 0 0	1	53 0 0	12	4,404 3 0	3	544 0 0	22	6,761 3 0	4	602 0 0
	Windsor	..	.....	..	.....	1	50 0 0	..	.....	1	50 0 0	..	.....
Tamworth	Coonabarrabran	3	1,330 0 0	5	1,492 2 0	6	2,210 0 0	8	4,053 0 0	9	3,540 0 0	13	5,545 2 0
	Gunnedah	8	2,580 0 0	4	1,648 1 0	10	10,797 2 0	2	2,010 3 0	18	13,287 2 0	6	3,659 0 0
	Murrurundi	3	823 3 0	3	235 2 0	13	4,331 0 0	1	67 3 0	16	5,154 3 0	4	293 1 0
	Narrabri	9	4,301 2 0	12	7,387 2 0	8	3,862 3 0	18	12,698 0 0	17	7,964 1 0	30	20,585 2 0
	Tamworth	21	9,752 1 0	6	2,751 1 0	52	24,044 2 0	5	1,710 0 0	83	33,796 3 0	11	4,471 1 0
Wagga Wagga	Albury	..	.....	..	.....	2	448 0 0	3	1,080 0 0	2	448 0 0	3	1,080 0 0
	Cootamundra	4	613 2 0	1	360 0 0	3	2,001 0 0	4	1,206 0 0	7	2,614 2 0	5	1,056 0 0
	Gundagai	4	728 3 0	5	1,347 0 0	11	3,500 1 0	5	2,920 0 0	15	4,229 0 0	10	4,267 0 0
	Narrandera	1	150 0 0	..	.....	3	1,292 3 0	..	.....	4	1,442 3 0	..	.....
	Tumbarumba	..	.....	3	270 0 0	3	690 2 0	1	557 0 0	3	690 2 0	4	827 0 0
	Tumut	2	565 0 0	1	40 0 0	7	1,403 0 0	4	1,905 0 0	9	1,956 0 0	5	1,945 0 0
	Urana	..	.....	..	.....	1	589 0 0	..	.....	1	589 0 0	..	.....
	Wagga Wagga	3	830 1 0	6	3,245 1 0	1	50 0 0	1	1,920 0 0	4	880 1 0	7	5,165 1 0
	Totals	459	158,259 1 0	245	94,603 3 0	691	264,890 0 16	179	89,721 2 0	1,150	423,149 1 16	424	184,325 2 0

* Made prior to 1st December, 1889.

SCHEDULE XXIII.

RETURN showing the Number and Area of Conditional Leases Transferred and the Number of Transfers passed during the year 1894.

Land Board and Land District.	No. of Leases Transferred.	No. of Transfers passed.	Area. a.	r.	p.
Armidale—					
Armidale	66	95	27,962	1	30
Glen Innes	9	13	2,631	0	20
Inverell	28	32	12,735	1	0
Tenterfield	9	9	2,672	1	0
Walcha	11	15	5,294	0	0
	123	164	51,295	0	10
Bourke—					
Bourke	5	6	4,685	0	0
Cooma—					
Bega	2	3	153	0	0
Bombala	3	4	850	0	0
Braidwood	7	7	991	0	0
Cooma	43	58	12,818	2	0
Eden	10	12	1,692	0	0
Milton	1	1	214	0	0
Moruya	5	5	606	2	0
Queanbeyan	12	16	2,532	1	0
	83	106	19,837	1	0
Dubbo—					
Coonamble	75	99	81,520	0	0
Dubbo	93	121	81,113	0	0
Nyngan	12	16	16,087	1	0
Warren	61	90	61,162	2	0
	241	326	239,882	3	0
Forbes—					
Barmedman	31	42	27,100	0	0
Barmedman East	7	13	2,523	2	0
Condobolin	33	59	52,911	2	0
Forbes	36	57	18,981	2	0
Grenfell	21	30	8,933	2	0
Parkes	89	127	102,907	3	0
	217	328	213,359	3	0
Goulburn—					
Boorowa	38	53	11,434	1	0
Goulburn	33	40	5,002	3	0
Gunning	24	26	6,584	0	0
Moss Vale	2	5	643	0	0
Yass	12	18	3,629	2	0
Young	6	8	1,746	0	0
	115	150	29,939	2	0
Grafton—					
Bellingen	3	3	330	0	0
Casino	11	20	4,630	3	0
Grafton	14	18	3,237	1	0
Kempsey	11	12	3,189	3	0
Lismore	2	3	298	0	0
Murwillumbah	2	3	434	1	0
Port Macquarie	1	1	492	1	0
	44	60	12,612	1	0
Hay—					
Deniliquin	1	1	962	0	0
Hay	77	95	89,408	3	20
Hillston	6	7	8,242	0	0
	84	103	98,612	3	20
Maitland—					
Cassilis	35	39	13,806	2	0
Dungog	4	4	280	0	0
Muswellbrook	6	7	1,199	3	0
Paterson	5	5	985	2	0
Scone	37	63	14,017	0	0
Singleton	10	10	2,056	1	0
Stroud	3	5	1,350	0	0
Taree	7	7	961	0	0
Wollombi	3	3	566	0	0
	110	143	35,222	0	0
Moree—					
Bingara	7	12	3,821	0	0
Moree	61	83	72,732	0	0
Walgett	6	8	7,407	0	0
Warrâlda	11	15	10,315	2	0
	85	118	94,275	2	0
Orange—					
Bathurst	20	27	5,293	3	0
Cureonar	27	31	7,019	2	0
Cowra	21	28	6,731	3	0
Lithgow	11	11	3,122	0	0
Molong	38	42	15,841	0	0
Mudgee	12	17	2,800	3	0
Orange	15	23	3,051	2	0
Rylstone	10	10	3,817	3	0
Wellington	32	35	11,771	2	0
	186	224	59,449	2	0
Sydney—					
Campbelltown	3	4	2,880	0	0
Picton	5	6	914	0	0
	8	10	3,794	0	0
Tamworth—					
Coonabarabran	19	22	8,847	1	0
Gunnedah	30	35	33,008	3	0
Murrurundi	8	9	4,122	3	0
Narrabri	30	33	24,708	2	0
Tamworth	43	57	14,258	2	0
	130	156	84,945	3	0
Wagga Wagga—					
Albury	7	7	4,151	0	0
Cootamundra	13	19	4,379	1	0
Cootamundra Central	1	2	205	3	0
Gundagai	9	11	3,176	3	0
Narrandera	11	18	10,139	1	0
Tumbarumba	12	17	6,488	0	0
Tumut	8	12	2,077	2	0
Urana	3	5	504	1	0
Wagga Wagga	16	18	8,092	3	0
	80	109	39,214	2	0

	Total No. of Leases Transferred.	Total No. of Transfers Passed.	Area. a.	r.	p.
Central Division	730	995	720,111	3	20
Eastern ,,	776	1,002	253,328	3	10
Western ,,	5	6	4,685	0	0
Grand Total	1,511	2,003	987,125	2	30

SCHEDULE

SCHEDULE XXIV.

RETURN showing the Total Number, Area, and Rent of Conditional Leases notified as Forfeited during the year 1894.

Land Board District and Land District.	No.	Area.	Rent.
		acres.	£ s. d.
Armidale—			
Armidale	10	3,746	69 18 1
Glen Innes	3	1,104	13 15 0
Inverell	7	2,338	22 13 7
Tenterfield	5	3,536	40 9 1
Walcha	14	6,217	92 6 9
	39	16,891	239 2 6
Bourke—			
Bourke	3	2,844	26 1 0
Willyama	2	1,564	13 0 8
	5	4,408	39 1 8
Cooma—			
Bega	1	44	0 7 5
Bombala	2	1,110	8 2 6
Braidwood	6	1,909	21 13 5
Cooma	18	4,955	43 9 7
Eden	4	1,650	22 10 0
Milton	1	60	0 19 11
Moruya	4	562	11 2 3
Queanbeyan	5	2,040	14 8 9
	41	12,330	122 13 10
Dubbo—			
Coonamble	2	2,208	18 8 1
Dubbo	2	183	2 8 0
Nyngan	1	1,920	16 0 0
	5	4,311	36 16 1
Forbes—			
Barmedman	1	513	5 6 11
Barmedman, East	1	250	3 2 6
Condobolin	3	5,760	48 0 0
Grenfell	1	35	0 8 9
Parkes	1	176	1 16 9
	7	6,734	58 14 11
Goulburn—			
Boorowa	8	1,235	10 12 1
Goulburn	22	4,777	49 10 7
Gunning	5	1,306	15 14 10
Moss Vale	1	772	9 13 2
Yass	6	867	9 16 5
Young	1	100	0 16 8
	43	9,057	96 3 9
Grafton—			
Bellingen	4	1,383	12 2 4
Casino	12	5,534	117 6 9
Grafton	10	2,592	32 12 9
Kempsey	8	1,428	19 5 3
Lismore	3	1,252	18 4 7
Murwillumbah	3	662	8 15 0
Port Macquarie	7	1,905	25 11 0
	46	14,756	233 17 8
Hay—			
Hay	4	5,905	63 18 8
Hillston	6	3,756	25 7 4
Wentworth	1	1,570	11 15 6
	11	11,231	101 1 6
Maitland—			
Cessilis	3	250	3 12 6
Dungog	1	414	4 6 3
Maitland	1	120	1 10 0
Muswellbrook	1	60	0 17 6
Raymond Terrace	1	302	4 8 3
Scone	7	2,382	39 10 3
Singleton	1	150	0 18 9
Stroud	2	250	3 2 6
Taree	8	1,890	23 8 4
Wollombi	1	160	2 0 0
	26	5,978	83 14 4
Moree—			
Bingara	4	3,130	33 10 0
Moree	1	710	5 18 4
Walgett	2	2,413	36 11 3
Warialda	2	210	1 11 3
	9	6,463	77 10 10
Orange—			
Bathurst	10	2,895	45 18 7
Carcoar	16	3,387	44 2 3
Cowra	6	2,590	22 16 8
Lithgow	7	938	25 14 10
Molong	9	3,331	39 8 10
Mudgee	3	927	10 13 3
Orange	2	227	2 7 8
Rylstone	2	646	7 3 7
	55	14,941	198 5 8
Sydney—			
Picton	5	1,071	13 14 8
Windsor	3	480	5 10 0
	8	1,551	19 4 8
Tamworth—			
Coonabarabran	3	916	8 4 10
Gunnedah	3	3,042	25 6 11
Murrurundi	1	640	5 6 8
Narrabri	4	855	5 19 3
Tamworth	4	1,568	13 17 3
	15	7,021	58 14 11
Wagga Wagga—			
Albury	4	719	9 9 9
Gundagai	11	7,322	92 2 0
Narrandera	2	1,260	6 10 0
Tumbarumba	5	4,246	39 11 5
Tumut	5	2,030	15 6 3
Urana	1	21	0 7 11
	28	15,598	163 7 4
Grand Total	338	131,270	1,528 9 8
Central Division	43	33,014	305 14 3
Eastern "	289	92,278	1,171 18 3
Western "	6	5,978	50 17 2
	338	131,270	1,528 9 8

SCHEDULE XXV.

RETURN showing the total number of Conditional Leases converted under section 25, Act of 1889, during 1894.

Division.	Wholly converted.	Partly converted.	Total number.	Area converted.	Rent of area converted.
				a. r. p.	£ s. d.
Central	50	51	101	41,742 1 0	570 15 4
Eastern	74	98	172	26,624 3 20	395 5 3
Total	124	149	273	68,367 0 20	966 0 7

SCHEDULE XXVI.

RETURN showing the Conditional Leases Gazetted during the year 1894, and the Conditional Leases in existence on the 31st December, 1894.

Division.	Conditional Leases Gazetted in 1894.			Gazetted Conditional Leases in existence on 31st December, 1894.			Conditional Leases in existence on 31st December, 1894, inclusive of those applied for under the Act of 1889, and not yet dealt with.		
	No.	Area.	Rent.	No.	Area.	Rent.	No.	Area.	Rent.
		a. r. p.	£ s. d.		a. r. p.	£ s. d.		a. r. p.	£ s. d.
Central	429	317,815 1 0	3,691 2 11	7,295	7,321,511 0 32	88,818 17 8	7,676	7,568,524 1 32	90,877 6 7
Eastern	1,151	335,776 2 30	3,810 4 7	13,653	4,701,011 1 10	57,461 11 7	14,393	5,126,039 1 29	61,003 9 8
Western	...	.....	.....	158	175,627 3 19	1,737 4 6	158	175,627 3 19	1,737 4 6
Total	1,580	653,591 3 30	7,501 7 6	21,106	12,198,150 1 21	148,017 13 9	22,227	12,870,191 3 0	153,618 0 9

SCHEDULE XXVII.

RETURN showing Particulars of Cancellation, and Cancellation in part, since December, 1885, of Conditional Purchases and Conditional Leases, on account of the land being auriferous.

Conditional Purchases.

C.P. No.	Land District.	Selector or Holder.	Date of C.P.	Area of C.P.	Area Cancelled.	Date of Cancellation.
				a. r. p.	a. r. p.	
82-62	Bathurst	B. J. Quin	31 Aug., 1882	40 0 0	40 0 0	29 Dec., 1885
83-119	Cooma	D. Crummins	19 April, 1883	400 0 0	400 0 0	13 July, 1886
83-215	Tumut	F. Garner	29 Nov., 1883	51 0 0	51 0 0	1 June, 1888
83-219	"	"	6 Dec., 1883	41 1 0	41 1 0	1 June, 1888
89-16	Gundagai	Bank of New South Wales.	22 Feb., 1889	112 3 0	112 3 0	22 Aug., 1889
90-211	"	Union Bank of Australia (Limited.)	5 Aug., 1890	640 0 0	640 0 0	4 Sept., 1889
77-67	Bingara	Henry Fleming	29 Nov., 1877	300 0 0	300 0 0	30 Jan., 1891
78-46	"	"	23 May, 1878	40 0 0	40 0 0	30 Jan., 1891
82-15	"	J. Harton	15 June, 1882	40 0 0	40 0 0	30 Jan., 1891
82-23	"	"	29 June, 1882	120 0 0	120 0 0	30 Jan., 1891
80-335	Gundagai	John Hardwick	18 Nov., 1880	640 0 0	184 3 13¾	7 Feb., 1891
83-79	Hillston	Mount Hope Copper-mining Co. (Ltd.)	29 Nov., 1883	80 0 0	16 3 35	8 May, 1891
84-20	"	" "	25 Sept., 1884	120 0 0	7 3 11	8 May, 1891
71-3,011	Gundagai	Thos. Broughton	24 Aug., 1871	40 0 0	40 0 0	25 Sept., 1891
71-3,511	"	"	28 Sept., 1871	80 0 0	80 0 0	25 Sept., 1891
88-58	Grenfell	Chas. L. Keir	20 Dec., 1888	45 0 0	45 0 0	11 Dec., 1891
82-197	Molong	C. M'Phillamy	6 July, 1882	200 0 0	75 2 0	19 Jan., 1892
83-79	Hillston	Mount Hope Copper-mining Co. (Ltd.)	29 Nov., 1883	63 0 5	63 0 5	26 May, 1893
84-20	"	" "	25 Sept., 1884	112 0 29	112 0 29	26 May, 1893
93-19	Condobolin, now Barmedman.	G. W. Neeld	22 June, 1893	231 0 0	231 0 0	9 June, 1894
92-22	"	George Bolte	24 Mar., 1892	180 0 0	180 0 0	10 Aug., 1894
91-11	Hillston, now Barmedman.	Robert Payne	7 May, 1891	640 0 0	640 0 0	17 Sept., 1894
			Total	4,216 0 34	3,461 1 13¾	

Conditional Leases.

C.L. No.	Land District.	Selector or Holder.	Date of C.L.	Area of C.L.	Area Cancelled.	Date of Cancellation.
				a. r. p.	a. r. p.	
1,727	Cooma	Bank of New South Wales.	1 Jan., 1885	330 0 0	330 0 0	9 Jan., 1891
2,737	Gunnedah	Patrick M'Cosker	4 Oct., 1885	298 0 0	298 0 0	30 Jan., 1891
4,703	Parkes	Alfred Watts	11 Dec., 1885	960 0 0	443 0 0	3 April, 1891
10,072	"	Alfred Wescott	2 Oct., 1888	701 3 0	701 3 0	7 April, 1891
4,994	"	A. W. Davey	15 April, 1886	349 0 0	349 0 0	29 May, 1891
1,574*	Albury	James E. Rial	1 Jan., 1885	1,020 0 0	28 3 0 991 1 0	30 Jan., 1891 23 June, 1891
2,141	Armidale	R. M'Leanen	1 Jan., 1885	312 0 0	312 0 0	28 July, 1891
15,503†	"	J. D. and G. A. M'Rae	22 May, 1890	93 0 0	93 0 0	28 July, 1891
8,422	Dubbo	George Madden	19 Feb., 1890	950 3 0	436 2 0	27 Oct., 1891
16,917	Gundagai	Representatives of late James Crowe.	11 Sept., 1890	177 2 0	33 3 0	14 Oct., 1892
4,030	Cootamundra	A. C. Armstrong	1 Jan., 1885	1,148 1 0	1 0 24 26 1 0	17 July, 1891 20 Nov., 1892
3,209	Gundagai	Alexander Armstrong	1 Jan., 1885	135 2 0	47 1 0	29 Nov., 1892
24,348	Barmedman	G. W. Neeld	22 June, 1893	410 0 0	410 0 0	9 June, 1894
24,349	"	"	6 July, 1893	280 0 0	280 0 0	9 June, 1894
21,637	"	George Bolte	24 Mar., 1892	540 0 0	540 0 0	10 Aug., 1894
13,459	Condobolin	Wm. Simmons	18 July, 1889	1,920 0 0	1,920 0 0	14 Aug., 1894
20,786	Barmedman	Robert Payne	7 May, 1891	1,920 0 0	1,920 0 0	17 Sept., 1894
			Total	11,545 3 0	9,161 2 24	

* Revoked, *vide Gazette*, 28 September, 1894. † Revoked, *vide Gazette*, 5 February, 1895.

SCHEDULE XXVIII.

RETURN of Sales by Auction during the year 1894.

Land Board and Land District.	Town Land.					Suburban Land.					Country Land.				
	Offered.		Sold.		Amount Realised.	Offered.		Sold.		Amount Realised.	Offered.		Sold.		Amount Realised.
	Lots.	Area.	Lots.	Area.		Lots.	Area.	Lots.	Area.		Lots.	Area.	Lots.	Area.	
		a. r. p.		a. r. p.	£ s. d.		a. r. p.		a. r. p.	£ s. d.		a. r. p.		a. r. p.	£ s. d.
Armidale—															
Armidale	72	31 0 35	4	1 3 21½	103 10 0	21	346 2 17	6	64 2 17	305 15 0	16	737 3 16	10	342 3 16	541 2 0
Glen Innes	24	6 3 16¼	7	3 1 21	126 10 0	...	...	...	...	...	8	454 3 0	4	227 0 0	372 5 0
Inverell	28	12 0 28	18	7 2 30	129 17 6	3	53 2 5	...	...	...	13	736 1 39	7	367 1 0	958 8 8
Tenterfield	60	22 2 25¼	19	8 1 13	163 2 6	1	2 0 0	1	2 0 0	14 0 0	13	845 2 34	8	586 3 34	771 12 0
Walcha	...	...	...	...	...	3	3 0 0	1	1 0 0	20 0 0	19	2,519 1 0	4	441 0 0	892 5 0
Bourke—															
Bourke	79	27 3 0	26	9 2 0	891 10 0	2	40 0 0	...	...	...	8	988 1 20	5	23 1 20	519 10 0
Brewarrina	12	3 0 0	6	1 2 0	175 10 0	...	...	...	...	...	5	336 2 30	...	...	...
Cobar	...	...	...	...	...	...	...	...	...	...	1	0 2 0	1	0 2 0	12 0 0
Wilcannia	8	2 0 0	8	2 0 0	823 0 0	...	...	...	...	...	...	...	...	...	...
Willyama	21	5 0 35½	7	1 3 0	46 3 0	4	32 0 0	...	...	...	...	...	...	...	...
Cooma—															
Bega	11	5 2 0	3	1 2 0	26 0 0	...	...	...	...	...	10	307 3 30	6	191 1 30	478 18 9
Bombala	2	1 0 0	...	...	...	...	...	...	...	...	21	1,573 3 18	10	908 0 18	1,663 11 7
Braidwood	1	0 1 0	1	0 1 0	4 0 0	59	189 2 23½	29	92 0 10	349 14 8	9	84 2 36	5	21 2 12	58 5 1
Cooma	38	17 3 0	7	3 0 34	94 0 0	4	24 2 33	3	17 3 21	186 15 0	11	312 0 24	6	107 2 14	266 5 0
Eden	71	32 3 28⅜	12	5 3 36½	108 10 0	8	36 0 30	1	5 0 11	15 5 0	15	626 1 10	1	18 2 10	67 15 1
Moruya	12	4 0 18	9	2 3 18½	50 0 0	...	...	...	...	...	8	261 0 10	2	64 0 20	95 12 6
Queanbeyan	6	2 2 36	3	1 0 36	15 0 0	...	...	...	...	...	8	1,255 2 16½	4	202 2 36¾	287 6 6
Dubbo—															
Coonamble	48	24 0 0	46	23 0 0	333 15 0	17	45 3 7	8	26 1 26	305 10 0	11	2,342 3 0	8	1,948 1 0	2,669 17 2
Dubbo	157	75 1 35½	60	27 1 3	542 2 6	56	473 3 9½	19	134 0 2½	500 15 0	4	485 2 0	1	20 0 0	54 0 0
Nyngan	10	2 2 0	8	2 0 0	153 5 0	15	40 2 6	5	13 1 38	49 0 0	9	1,186 2 0	1	65 0 0	419 5 0
Warren	...	...	...	...	...	...	...	...	...	...	19	4,558 1 0	18	2,924 3 0	4,439 11 3
Forbes—															
Barmedman	25	10 0 36¾	6	1 2 39½	105 0 0	...	...	...	...	...	1	320 0 0	1	320 0 0	480 16 8
Condobolin	50	25 0 0	3	1 2 0	12 0 0	84	252 1 26	10	29 0 8	83 4 0	1	352 3 0	...	...	...
Forbes	20	6 0 25	9	2 2 4	323 10 0	30	30 1 20½	5	12 1 20½	144 10 0	3	120 2 36	3	120 2 36	186 12 10
Grenfell	...	...	...	...	...	45	269 3 13	...	...	...	3	65 3 6	1	31 1 20	47 1 3
Parkes	48	13 3 22 1/10	10	6 3 34¾	441 3 0	60	147 1 23½	13	23 2 12	229 2 0	54	1,099 3 2	25	318 3 32	896 18 11
Goulburn—															
Boorowa	...	...	...	...	...	25	335 0 32	9	127 2 14	340 10 0	3	293 2 0	...	...	...
Goulburn	...	...	...	...	...	...	...	...	...	...	25	1,126 1 22	1	1 3 31	7 15 6
Gunning	...	...	...	...	...	...	...	...	...	...	8	373 3 30	1	15 3 30	23 18 2

SCHEDULE XXVIII—*continued.*

Land District.	Town Land.					Suburban Land.					Country Land.				
	Offered.		Sold.		Amount Realised.	Offered.		Sold.		Amount Realised.	Offered.		Sold.		Amount Realised.
	Lots.	Area.	Lots.	Area.		Lots.	Area.	Lots.	Area.		Lots.	Area.	Lots.	Area.	
		a. r. p.		a. r. p.	£ s. d.		a. r. p.		a. r. p.	£ s. d.		a. r. p.		a. r. p.	£ s. d.
Goulburn—*contd.*															
Moss Vale	...	...	...	...	...	...	...	...	...	...	2	48 1 32	...	...	...
Yass	22	10 1 27	1	0 1 18	15 0 0	...	...	...	...	...	10	1,728 0 30	1	47 0 0	86 19 0
Young	22	10 1 26½	8	3 1 27	62 2 0	13	22 2 18½	6	10 1 23	78 15 0	19	561 3 23	11	483 0 5	1,460 14 2
Grafton—															
Bellingen	...	...	...	...	...	11	21 2 7	11	21 2 7	270 14 0	1	37 3 35	...	...	...
Casino	44	21 2 39½	29	14 1 4½	231 0 0	43	65 2 30¾	16	27 0 20¾	342 0 0	5	337 0 0	1	204 1 0	255 6 3
Grafton	35	14 0 16¾	19	7 2 35	183 2 6	6	25 2 27	6	25 2 27	66 10 0	18	787 0 23	5	291 0 0	402 17 6
Kempsey	37	17 1 27½	1	0 2 0	4 0 0	11	11 0 11½	...	...	...	3	340 1 0	...	...	...
Lismore	13	5 1 16	...	...	...	44	153 0 18	11	19 0 0½	264 10 0	2	31 0 0	1	1 2 0	15 0 0
Murwillumbah	...	...	...	...	...	12	34 0 11	12	34 0 11	106 15 6	3	139 1 20	...	...	...
Port Macquarie	59	17 2 13¾	33	11 0 13¾	181 12 0	8	94 0 16	2	22 3 0	57 10 0	...	...	...	...	...
Hay—															
Balranald	...	...	...	...	...	...	...	...	...	...	5	2,030 1 0	...	...	...
Deniliquin	82	37 1 29	...	...	...	8	4 0 0	3	1 2 0	50 10 0	36	5,093 2 4½	21	2,981 1 4½	6,273 15 2
Hay	41	20 1 24	19	9 1 24	201 10 0	...	...	...	...	...	49	13,419 1 20	15	4,704 1 0	6,320 14 6
Hillston	51	23 1 6½	13	5 2 39¾	460 10 0	1	4 1 6	1	4 1 6	510 0 0	1	45 0 0	1	45 0 0	78 15 0
Wentworth	4	2 0 0	4	2 0 0	16 0 0	3	1 3 23½	3	1 3 23½	19 0 0	...	...	...	...	...
Maitland—															
Cassilis	...	...	...	...	...	...	...	...	...	...	54	4,583 3 0	16	1,123 0 0	1,675 17 10
Dungog	1	0 2 0	...	...	...	11	162 0 0	5	70 2 10	187 10 0	33	2,001 0 32	2	7 3 32	15 0 0
Gosford	134	37 0 36	24	9 1 1½	291 17 6	51	342 1 8	5	13 3 11	125 10 0	14	143 1 24	8	86 2 4	385 17 4
Maitland	...	...	...	...	...	...	...	...	...	...	3	170 0 14	1	10 0 14	35 6 2
Muswellbrook	38	17 3 13	7	3 1 7	59 10 0	...	...	...	...	...	12	474 2 0	4	180 0 0	227 0 0
Newcastle	53	28 2 14	19	8 3 30	667 0 0	16	178 1 18	...	...	...	6	68 3 38½	...	...	...
Paterson	...	...	...	...	...	...	...	...	...	...	10	231 3 1	4	5 2 34	43 10 6
Raymond Terrace	3	0 3 28½	3	0 3 28½	17 0 0	...	...	...	...	...	9	413 2 0	1	42 0 0	52 10 0
Scone	...	...	...	...	...	...	...	...	...	...	19	1,302 2 20	7	401 1 20	580 14 4
Singleton	13	5 2 10	4	1 3 4	16 0 0	...	...	...	...	...	29	2,860 3 22	4	348 2 0	436 15 11
Stroud	...	...	...	...	...	...	...	...	...	...	4	586 3 0	...	...	...
Taree	32	15 0 27	3	1 2 0	39 0 0	1	1 1 1	...	...	...	70	3,874 1 39	11	294 2 19	394 12 9
Wollombi	10	4 2 19	2	1 0 0	8 0 0	...	...	...	...	...	7	341 1 0	2	80 0 0	100 0 0
Moree—															
Bingara	...	...	...	...	...	...	...	...	...	...	13	6,081 1 0	9	4,772 0 0	5,067 0 6
Moree	...	...	...	...	...	...	...	...	...	...	51	6,044 0 19	48	5,760 2 15	12,153 16 7
Walgett	28	14 0 0	18	9 0 0	336 15 0	...	...	...	...	...	10	2,871 2 0	8	2,454 1 0	3,292 7 3
Warialda	136	61 2 17	54	25 0 2½	541 3 0	104½	136 0 38	25	26 3 16	423 15 0	12	1,078 0 0	8	531 2 0	705 5 0

SCHEDULE XXVIII—*continued.*

Land District.	Town Land.				Suburban Land.				Country Land.			
	Offered.		Sold.		Offered.		Sold.		Offered.		Sold.	
	Lots.	Area.	Lots.	Area.	Lots.	Area.	Lots.	Area.	Lots.	Area.	Lots.	Area.
		a. r. p.		a. r. p.		a. r. p.		a. r. p.		a. r. p.		a. r. p.
Orange—												
Bathurst	20	10 2 17	...	...	52	95 3 2½	19	36 2 18½	16	592 0 35	6	45 0 32½
Carcoar	2	0 1 10½	2	0 1 10½	...	...	...	...	4	97 0 20	1	2 0 0
Cowra	42	16 3 21¼	20	6 1 9¾	31	190 1 13	10	63 3 31	7	619 0 20	5	281 0 20
Lithgow	17	4 3 20¾	10	2 3 28¾	...	...	...	...	4	11 0 25	3	9 1 5
Molong	1	0 2 0	1	0 2 0	20	56 3 30	12	20 2 35	11	66 2 16	6	5 1 15½
Mudgee	20	12 0 24¼	9	3 0 5½	12	112 0 1	5	30 1 24	11	156 1 10	8	22 3 20
Orange	...	...	...	...	...	...	...	...	3	37 3 0	2	36 3 0
Rylstone	...	...	...	...	...	...	...	...	2	56 0 10	2	56 0 10
Wellington	30	12 3 35¾	11	3 2 1¼	...	...	...	...	3	1 0 0	1	0 2 0
Sydney—												
Campbelltown	40	12 2 37½	6	1 2 13½	8	5 2 7½	4	3 0 11½	...	...	...	...
Liverpool	14	5 1 0¼	10	3 3 13½	113	240 1 15	16	37 1 11	1	10 0 14	1	10 0 14
Metropolitan	...	...	...	...	...	...	...	...	430	861 3 21	193	368 3 34½
Nowra	63	13 1 32	3	0 2 27	...	...	...	...	16	358 0 30	1	10 0 0
Parramatta	31	5 2 6½	7	1 0 17¼	14	84 3 39	6	47 2 31	219	287 1 34½	30	48 3 4½
Picton	230	105 3 34	39	18 2 6	46	136 2 25	28	86 0 17	36	2,369 2 16	6	196 3 26
Windsor	45	11 1 10	9	2 1 16¾	68	444 3 32	11	55 1 18	62	561 3 35½	6	125 3 20
Tamworth—												
Coonabarabran	50	23 0 12	15	6 3 38	10	16 2 25	...	...	2	103 0 0	2	103 0 0
Gunnedah	84	40 2 14	19	9 1 14	3	7 2 10	1	2 2 2	19	1,260 1 0	8	485 3 0
Narrabri	20	8 0 0	1	0 2 0	...	...	...	...	13	3,607 3 0	4	1,244 0 0
Murrurundi	11	5 0 36	1	0 1 33	15	17 2 0	11	11 2 0	59	1,315 0 36	5	731 3 26
Tamworth	3	1 0 14	3	1 0 14	3	5 0 11	3	5 0 11	39	4,136 2 25	17	2,045 0 3
Wagga Wagga—												
Albury	15	3 3 0	15	3 3 0	3	9 2 19	...	...	8	1,120 2 7	4	294 2 30
Coolamundra	35	12 1 33	12	3 1 36	3	35 0 29	1	12 1 4	130	955 1 36	41	127 0 13
Corowa	112	53 3 5	15	7 0 36	65	259 2 7	40	182 0 24	1	51 3 0	1	51 3 0
Gundagai	57	17 0 33½	3	0 3 5	9	40 1 31	9	40 1 31	10	501 1 32	8	496 1 10
Narrandera	45	22 0 32¾	15	7 0 32¾	15	14 1 26	11	10 1 26	3	684 3 0	3	684 3 0
Tumbarumba	15	7 1 30	1	0 2 0	6	16 3 23	1	2 0 0	...	...	...	...
Tumut	13	3 0 36	1	0 1 15	15	157 2 7	...	...	11	185 1 5	11	185 1 5
Urana	50	23 2 17	10	5 0 0	...	...	...	...	2	505 0 0	2	505 0 0
Wagga Wagga	116	56 3 28	26	13 0 0	8	109 1 10	...	...	6	1,103 2 0	5	713 2 0
Totals	2,805	1,192 2 25¾	806	335 2 22¼	1,299	5,659 2 11¾	404	1,485 0 30¾	1,885	102,563 3 4¾	699	42,973 1 5¼

Notes.—Town Land—Average price per acre, realised	£34 11 7¾	Percentage of land sold to that offered	28·13
Suburban Land " "	5 14 8¾	" "	26·23
Country Land " "	2 0 0½	" "	41·89

SCHEDULE XXIX.

Return showing the situation of, and amount realised for, Town and Suburban Lands sold at Auction during the year 1894.

Town or Village.	Town.			Suburban.		
	Lots.	Area.	Total amount realised.	Lots.	Area.	Total amount realised.
	No.	a. r. p.	£ s. d.	No.	a. r. p.	£ s. d.
Adelong	1	0 1 15	8 10 0	.....	.....	.....
Aellalong	2	1 0 0	8 0 0	.....	.....	.....
Alectown	.....	.....	.....	7	16 2 8	53 10 0
Alma	1	0 1 0	10 0 0	.....	.....	.....
Araluen	.....	.....	.....	2	5 1 30	27 2 0
Armidale	4	1 3 21½	103 10 0	2	24 3 30	191 0 0
Awaba	18	8 3 2	117 0 0	.....	.....	.....
Barmedman	6	1 2 39½	105 0 0	.....	.....	.....
Bathurst	.....	.....	.....	16	27 3 20½	165 0 0
Bellingen	.....	.....	.....	11	21 2 7	270 14 0
Berowra	.....	.....	.....	6	47 2 31	150 10 0
Bethungra	3	1 0 25	61 3 0	.....	.....	.....
Binalong	.....	.....	.....	9	127 2 14	340 10 0
Bogabri	6	3 0 0	122 10 0	.....	.....	.....
Boggabilla	1	0 2 0	16 10 0	23	23 3 19	379 10 0
Bourke	11	2 3 0	251 0 0	.....	.....	.....
Brewarrina	6	1 2 0	175 10 0	.....	.....	.....
Broke	4	1 3 4	16 0 0	.....	.....	.....
Bundarra	18	7 2 30	129 17 6	.....	.....	.....
Bunyan	.....	.....	.....	3	17 3 21	186 15 0
Buraja	.....	.....	.....	14	131 0 13	391 7 0
Byangum	.....	.....	.....	12	34 0 11	106 15 6
Byerock	3	1 2 0	42 10 0	.....	.....	.....
Byron Bay	.....	.....	.....	11	19 0 0½	264 10 0
Canowindra	12	2 1 9¾	105 18 0	.....	.....	.....
Captain's Flat	1	0 0 36	5 0 0	.....	.....	.....
Cargelligo	13	5 2 39¾	460 10 0	.....	.....	.....
Cargo	1	0 2 0	25 0 0	4	11 0 27	71 10 0
Carroll	13	6 1 14	122 10 0	.....	.....	.....
Casino	.....	.....	.....	6	5 1 0¾	28 0 0
Clarencetown	.....	.....	.....	5	70 2 10	187 10 0
Codrington	29	14 1 4½	231 0 0	10	21 3 20	314 0 0
Coldstream	19	7 2 35	163 2 6	.....	.....	.....
Collarindabri	18	9 0 0	336 15 0	.....	.....	.....
Collie	4	0 2 36	47 12 6	.....	.....	.....
Colombo	3	1 2 0	26 0 0	.....	.....	.....
Condoublin	.....	.....	.....	2	4 2 31	21 10 0
Coolac	3	0 3 5	13 10 0	4	9 2 11	29 0 0
Cooma	4	1 2 34	80 0 0	.....	.....	.....
Coonabarabran	15	6 3 38	180 18 0	.....	.....	.....
Coreen	8	3 2 36	70 0 0	26	51 0 11	147 4 6
Couridjah	7	2 3 13	43 0 0	.....	.....	.....
Cowra	1	0 2 0	17 0 0	8	52 3 31	300 0 0
Crescent Head	21	5 0 39¾	61 12 0	.....	.....	.....
Currathool West	12	6 0 0	152 10 0	.....	.....	.....
Currawananna	4	2 0 0	16 11 0	.....	.....	.....
Dandaloo	33	16 1 27½	313 0 0	.....	.....	.....
Deepwater	19	8 1 13	163 2 6	.....	.....	.....
Deniliquin North	.....	.....	.....	3	1 2 0	50 10 0
Denman	7	3 1 7	50 10 0	.....	.....	.....
Eden	5	2 1 36½	66 10 0	.....	.....	.....
Elrington	1	0 1 0	4 0 0	.....	.....	.....
Finley	7	3 2 0	72 0 0	.....	.....	.....
First Falls	.....	.....	.....	4	12 3 26	31 10 0
Forbes	9	2 2 4	323 10 0	5	12 1 20½	144 10 0
Ford's Bridge	3	0 3 0	22 0 0	.....	.....	.....
Galargambone	.....	.....	.....	4	18 2 0	60 0 0
Ganmain	9	4 2 0	39 2 0	.....	.....	.....
Girilambone	8	2 0 0	153 5 0	5	13 1 38	49 0 0
Glen Innes	7	3 1 21	126 10 0	.....	.....	.....
Glenrouth	13	6 2 0	56 10 0	.....	.....	.....
Goonbalie	2	1 0 0	16 0 0	.....	.....	.....
Gosford	16	7 1 36	228 17 6	4	9 3 5	98 0 0
Gulgong	9	3 0 5½	120 0 0	5	30 1 24	145 12 0
Gunnedah	.....	.....	.....	1	2 2 2	31 9 0
Guyra	.....	.....	.....	2	35 3 0	92 15 0
Helensburgh West	6	1 2 13½	37 0 0	4	3 0 11½	16 0 0
Huon	15	3 3 0	30 15 0	.....	.....	.....
Huskisson	1	0 1 27	20 0 0	.....	.....	.....
Ivanhoe	.....	.....	.....	1	4 1 6	510 0 0

SCHEDULE XXIX—*continued.*

Town or Village.	Town.			Suburban.		
	Lots.	Area.	Total amount realised.	Lots.	Area.	Total amount realised.
	No.	a. r. p.	£ s. d.	No.	a. r. p.	£ s. d.
Jembaicumbene	.....	.....	.....	27	86 2 20	322 12 8
Jerilderie	5	2 2 0	91 0 0	.....	.....	.....
Kerr	1	0 1 0	3 10 0	.....	.....	.....
Liverpool	10	3 3 13¼	169 0 0	13	37 1 11	457 0 0
Manildra	.....	.....	.....	8	18 2 8	59 15 0
Maryland	.....	.....	.....	1	2 0 0	14 0 0
Maude	7	3 1 24	49 0 0	.....	.....	.....
Menindie	6	1 2 0	36 3 0	.....	.....	.....
Mogo	5	1 2 38	22 0 0	.....	.....	.....
Moraya	2	1 0 0	27 0 0	.....	.....	.....
Munyabla	5	2 2 0	27 0 0	.....	.....	.....
Muttama	.....	.....	.....	5	30 3 20	146 4 6
Narrandera	15	7 0 32¾	166 10 0	11	10 1 26	177 10 0
Narromine	17	7 1 19½	117 15 0	.....	.....	.....
Nerrigundah	2	0 0 20½	10 0 0	.....	.....	.....
Newcastle	1	0 0 28	550 0 0	.....	.....	.....
Nundle	3	1 0 14	12 11 0	2	2 2 39	39 11 0
Parkes	7	1 1 30¾	310 13 0	6	7 0 4	175 12 0
Parramatta	7	1 0 17¾	279 0 0	.....	.....	.....
Peak Hill	1	0 1 0	20 0 0	19	134 0 2½	500 15 0
Ponto	5	2 2 0	43 15 0	.....	.....	.....
Portland	10	2 3 28¼	77 5 0	.....	.....	.....
Port Macquarie	12	5 3 14	120 0 0	2	22 3 0	57 10 0
Quambone	46	23 0 0	383 15 0	4	7 3 26	245 10 0
Quirindi	1	0 1 33	10 8 0	.....	.....	.....
Richmond	9	2 1 16¾	197 10 0	6	6 2 3	152 0 0
Seaham	3	0 3 28½	17 0 0	.....	.....	.....
Southgate	.....	.....	.....	2	12 3 1	32 0 0
Stockinbingal	3	0 3 11	15 11 3	.....	.....	.....
Stuart	6	2 1 30½	33 0 0	.....	.....	.....
Sturt	7	3 2 0	42 0 0	.....	.....	.....
Sunny Corner	.....	.....	.....	1	3 3 29	12 2 0
Sutton	2	1 0 0	10 0 0	.....	.....	.....
Temora	6	1 2 0	187 10 0	1	12 1 4	36 17 0
Thirlmere	32	15 2 35	248 0 0	28	86 0 17	505 5 0
Trundle	12	5 2 4	130 10 0	.....	.....	.....
Tuena	2	0 1 10½	7 10 0	.....	.....	.....
Tumbarumba	1	0 2 0	10 0 0	1	2 0 0	10 0 0
Tuncurry	3	1 2 0	39 0 0	.....	.....	.....
Umaralla	3	1 2 0	14 0 0	.....	.....	.....
Ungarie	3	1 2 0	12 0 0	8	24 1 17	61 14 0
Utungun	1	0 2 0	4 0 0	.....	.....	.....
Uralla	.....	.....	.....	2	3 3 27	22 0 0
Walcha	.....	.....	.....	1	1 0 0	20 0 0
Wallabadah	.....	.....	.....	11	11 2 0	59 19 0
Wallendbeen	8	3 1 27	62 2 0	.....	.....	.....
Warialda	53	24 2 2½	524 13 0	2	2 3 37	24 5 0
Warne	3	0 3 0	11 0 0	.....	.....	.....
Wattle Flat	.....	.....	.....	2	4 3 9	23 0 0
Wee Waa	1	0 2 0	20 0 0	.....	.....	.....
Wellington	1	0 0 11	280 0 0	.....	.....	.....
Wentworth	4	2 0 0	16 0 0	3	1 3 23½	19 0 0
Wilcannia	8	2 0 0	823 0 0	.....	.....	.....
Windsor	.....	.....	.....	5	48 3 15	297 0 0
Woodstock	7	3 2 0	67 15 0	2	11 0 0	52 10 0
Woolamin	.....	.....	.....	1	2 1 12	16 10 0
Wyee	8	1 3 5½	63 0 0	1	4 0 6	27 10 0
Wyndham	.....	.....	.....	1	5 0 11	15 5 0
Yalwal	2	0 1 0	7 10 0	.....	.....	.....
Yantabulla	7	3 2 0	63 0 0	.....	.....	.....
Yass	1	0 1 18	15 0 0	.....	.....	.....
Young	.....	.....	.....	6	10 1 23	78 15 0
Totals	806	335 2 22¼	10,599 17 9	404	1,485 0 30¾	8,519 16 2

SCHEDULE XXX.

RETURN of deposits and instalments forfeited during 1894, under the 62nd section of the Crown Lands Act of 1884, and 1st section of the Crown Lands (Auction Sales Balances) Act of 1887, on account of non-payment of balance of purchase money within the required time.

Land Board District.	Land District.	Town.			Suburban.			Country.		
		No. of Lots.	Area.	Amount forfeited.	No. of Lots.	Area.	Amount forfeited.	No. of Lots.	Area.	Amount forfeited.
			a. r. p.	£ s. d.		a. r. p.	£ s. d.		a. r. p.	£ s. d.
Armidale	Armidale	11	4 3 11¼	81 8 0	...	...	...	1	12 0 30	4 15 8
	Tenterfield	3	0 3 20½	25 0 3	...	...	...	...	...	...
Bourke	Bourke	26	9 3 9⅜	778 6 11	1	13 2 17	15 7 6	...	...	...
	Brewarrina	14	5 1 32	74 3 0	...	...	...	...	...	...
Cooma	Bega	18	6 0 8	16 10 0	4	6 1 27	10 11 9	1	30 2 30	84 18 2
	Bombala	18	8 0 37	50 6 0	1	2 3 26	5 9 3	...	...	...
	Cooma	17	5 1 6½	47 16 3	...	...	...	1	17 0 0	5 6 3
	Eden	2	0 3 34	6 5 0	...	...	...	...	...	...
	Milton	...	...	...	2	5 0 0	3 5 0	...	...	...
	Moruya	...	...	...	5	11 2 30½	8 6 3	...	...	...
	Queanbeyan	23	9 3 18	63 0 0	...	...	...	...	...	...
Dubbo	Coonamble	6	3 0 0	10 1 6	...	...	...	...	...	...
	Dubbo	18	7 0 26	39 14 6	2	11 0 19	17 7 6	...	...	...
	Warren	3	0 3 8	4 17 6	...	...	...	...	...	...
Forbes	Condobolin	...	...	...	9	9 0 25	42 15 0	...	...	...
	Forbes	2	0 2 0	6 0 0	8	26 0 38	50 10 0	...	...	...
	Grenfell	12	3 2 36½	65 10 0	2	7 1 12	7 1 6	...	...	...
	Parkes	14	5 1 0	53 11 3	...	...	...	2	3 3 20	8 16 3
Goulburn	Boorowa	4	1 0 33	3 10 0	...	...	...	...	...	...
	Moss Vale	1	0 2 0	1 15 0	...	...	...	...	...	...
	Nowra	1	0 2 0	1 5 0	...	...	...	...	...	...
	Yass	2	0 2 0	1 0 0	1	11 3 10	8 15 0	1	40 0 0	15 0 0
	Young	5	1 2 28	66 8 6	7	38 1 19½	51 14 6	6	26 1 35	27 11 11
Grafton	Bellingen	10	3 1 33	37 2 3	...	...	...	...	...	...
	Casino	2	0 2 35½	7 12 6	...	...	...	...	...	...
	Grafton	3	1 1 29	11 11 3	5	21 2 18	34 17 6	1	40 0 0	12 10 0
	Lismore	5	1 2 35	3 12 6	3	5 3 17	7 10 0	...	...	...
	Port Macquarie	2	0 3 21½	15 0 0	...	...	...	...	...	...
Hay	Hay	1	0 2 0	3 0 0	...	...	...	...	...	...
	Hillston	12	5 2 39½	37 11 6	...	...	...	...	...	...
	Wentworth	...	...	...	1	1 1 2⅜	2 10 0	...	...	...
Maitland	Cassilis	3	1 0 20	5 11 3	...	...	...	...	...	...
	Gosford	...	...	...	1	5 2 8	9 15 0	...	...	...
	Newcastle	...	...	...	1	0 1 16½	19 5 0	12	3 0 11½	227 19 9
	Scone	2	0 3 9	4 2 6	2	5 2 28	7 7 9	...	...	...
	Singleton	2	0 2 38	2 1 6	...	...	...	...	...	...
	Taree	9	4 1 30	9 7 6	1	1 0 0	0 12 6	...	...	...
Moree	Walgett	10	5 0 0	15 17 9	...	...	...	...	...	...
	Warialda	1	0 2 0	2 10 0	...	...	...	...	...	...
Orange	Bathurst	3	1 1 0	22 7 6	2	4 3 18	110 0 9	...	...	...
	Carcoar	1	0 0 18½	0 17 6	2	13 3 37	11 2 6	...	...	...
	Cowra	1	0 1 27	4 15 0	1	5 0 3	10 2 6	1	11 3 27	8 11 6
	Lithgow	1	0 1 39½	8 1 3	9	69 0 2	156 6 10	1	0 3 5	2 0 0
	Molong	8	3 1 0	16 2 6	1	5 0 14	12 11 3	...	...	...
	Mudgee	2	0 1 11½	4 17 6	...	...	...	1	2 2 0	3 15 0
	Orange	...	...	...	...	...	...	2	2 0 0	3 15 3
	Wellington	...	...	...	...	...	...	1	19 2 0	10 0 0
Sydney	Campbelltown	4	1 0 6	14 6 0	...	...	...	...	...	...
	Liverpool	1	0 1 39	6 5 0	1	5 0 14	4 0 0	...	...	...
	Parramatta	1	0 1 13	2 17 6	7	27 3 24	72 5 0	17	30 0 22	184 16 2
	Sydney	1	0 1 34½	6 0 0	1	1 0 0	3 15 0	8	33 1 19	388 4 2
	Windsor	4	0 3 38	7 0 0	...	...	...	...	...	...
Tamworth	Murrurundi	3	1 1 25	3 19 0	...	...	...	...	...	...
	Narrabri	8	2 3 0	64 2 6	...	...	...	2	353 3 0	253 7 9
Wagga Wagga	Cootamundra	3	1 1 0	13 8 9	1	1 0 0	3 15 0	3	3 0 0	20 5 5
	Corowa	46	22 2 26	137 3 3	5	5 0 16	12 0 0	...	...	...
	Gundagai	9	3 0 37	12 12 6	1	2 2 0	3 2 6	...	...	...
	Narrandera	2	0 3 10	7 7 6	...	...	...	...	...	...
	Tumbarumba	4	1 2 8	7 0 8	...	...	...	...	...	...
	Tumut	1	0 1 10	1 10 0	12	33 2 24	98 13 8	1	1 1 27	1 15 6
	Wagga Wagga	25	10 2 22⅜	50 19 0	6	8 3 15	27 2 6	...	...	...
	Total	390	157 0 4½	1,941 2 1	105	368 0 1	827 18 6	62	631 2 26½	1,263 8 9

Grand total, Town, Suburban, and Country: 557 lots, 1,156 a. 2r. 32 p., £4,032 9s. 4d.

SCHEDULE XXXI.

RETURN of Improvement Purchase Applications under Section 46 of the Crown Lands Act of 1884.

Land Board and Land District.	Applications received prior to 1894.			Applications received during 1894.			Land alienated during the year.								
							Town.			Suburban.			Country.		
	Number refused.	Number approved.	Number declared lapsed.	Number received.	Number refused.	Number approved.	Lots.	Area.	Amount realised exclusive of fines.	Lots.	Area.	Amount realised exclusive of fines.	Lots.	Area.	Amount realised exclusive of fines.
								a. r. p.	£ s. d.		a. r. p.	£ s. d.		a. r. p.	£ s. d.
ARMIDALE.															
Armidale	2	5	....	12	2	5	3	0 3 0	65 0 0	3	1 2 0	22 0 0	..	....	....
Glen Innes	....	....	....	1	....	....	..	.....	.....	..	.....	.....	..	....	....
Tenterfield	....	....	....	2	1	....	..	.....	.....	..	.....	.....	..	....	....
BOURKE.															
Cobar	1	1	....	21	....	....	1	0 0 36	2 10 0	..	.....	.....	..	....	....
Wilcannia	3	2	1	1	....	....	..	.....	.....	1	0 1 0	5 0 0	..	....	....
Willyama	5	5	9	11	5	4	6	1 1 1	72 10 0	3	2 0 29¾	32 10 0	1	1 0 0	10 0 0
COOMA.															
Bega	....	....	....	1	....	....	1	0 1 0	10 0 0	..	.....	.....	..	....	....
Braidwood	....	1	....	2	....	1	..	.....	.....	2	0 2 0	8 0 0	..	....	....
Cooma	....	....	....	1	....	....	..	.....	.....	..	.....	.....	..	....	....
Moruya	....	1	....	....	....	....	1	0 1 0	5 0 0	..	.....	.....	..	....	....
Queanbeyan	....	1	....	2	....	1	..	.....	.....	2	0 1 1	12 0 0	..	....	....
DUBBO.															
Dubbo	1	4	5	6	....	4	6	1 2 0	120 0 0	4	1 3 0	41 0 0	..	....	....
FORBES.															
Barmedman	2	....	....	22	....	....	..	.....	.....	..	.....	.....	..	....	....
Forbes	....	2	2	....	....	....	3	0 2 17½	53 10 0	..	.....	.....	..	....	....
Grenfell	....	1	2	....	....	....	1	0 1 0	26 0 0	1	1 0 0	6 0 0	..	....	....
Parkes	7	13	11	16	....	6	3	0 3 0	61 10 0	14	12 1 15½	291 12 6	..	....	....
GOULBURN.															
Young	2	....	....	....	....	....	..	.....	.....	..	.....	.....	..	....	....
GRAFTON.															
Casino	2	1	....	4	....	2	3	0 3 0	28 0 0	..	.....	.....	..	....	....
HAY.															
Hillston	....	....	....	4	....	2	..	.....	.....	..	.....	.....	..	....	....
ORANGE.															
Bathurst	2	2	1	11	5	....	1	0 1 0	10 0 0	..	.....	.....	..	....	....
Carcoar	....	....	1	4	1	....	..	.....	.....	..	.....	.....	..	....	....
Mudgee	1	4	....	....	....	....	3	0 2 34½	30 0 0	1	0 1 0	2 10 0	..	....	....
Wellington	1	3	....	2	1	....	3	0 3 0	12 0 0	1	0 1 0	3 0 0	..	....	....
WAGGA WAGGA.															
Coolamundra	3	1	4	2	....	1	..	.....	.....	1	0 2 33	20 0 0	..	....	....
Tumut	3	....	....	....	....	....	..	.....	.....	..	.....	.....	..	....	....
Totals	33	47	36	125	15	26	35	8 1 9	434 0 0	33	21 0 3½	443 12 6	1	1 0 0	10 0 0

SCHEDULE XXXII.

RETURN of Improvement Purchase Applications under the 2nd clause of the Lands Acts Amendment Act of 1875.

Land Board District.	Land District.	Number lapsed.	Number approved.	Land alienated during the year.			
				Town.		Country.	
				Area.	Amount realised.	Area.	Amount realised.
				a. r. p.	£ s. d.	a. r. p.	£ s. d.
Armidale	Glen Innes	1	.....	.....	.....	.....	.....
Bourke	Brewarrina	.....	1	.....	.....	208 0 0	260 0 0
"	Cobar	1	1	.....	.....	81 0 0	101 5 0
"	Wilcannia	.....	1	.....	.....	40 0 0	50 0 0
Hay	Deniliquin	.....	7	.....	.....	4,480 0 0	8,720 0 0
Moreo	Moree	.....	1	.....	.....	320 0 0	440 0 0
Orange	Mudgee	.....	1	0 0 35¾	25 0 0	.....	.....
	Totals	2	12	0 0 35¾	25 0 0	5,129 0 0	9,571 5 0

SCHEDULE XXXIII.

RETURN of Applications received and lands alienated during the year 1894 under the Special Purchase Clauses of the Crown Lands Acts of 1884 and 1889 and the Crown Lands Alienation Act of 1861.

Land Board Districts.	Land Districts.	Section 63. Applications received during the year.	Section 63. Applications completed during the year. No.	Section 63. Applications completed during the year. Area.	Section 63. Purchase Money, exclusive of Fines.	Section 64. Applications received during the year.	Section 64. Applications completed during the year. No.	Section 64. Applications completed during the year. Area.	Section 64. Purchase Money, exclusive of Fines.	Section 66. Applications received during the year.	Section 66. Applications completed during the year. No.	Section 66. Applications completed during the year. Area.	Section 66. Purchase Money, exclusive of Fines.	Section 67. Applications received during the year.	Section 67. Applications completed during the year. No.	Section 67. Applications completed during the year. Area.	Section 67. Purchase Money, exclusive of Fines.	Section 12, Act 1861. Applications received during the year.	Section 12, Act 1861. Applications completed during the year. No.	Section 12, Act 1861. Applications completed during the year. Area.	Section 12, Act 1861. Purchase Money, exclusive of Fines.	Section 42, Act 1889. Cases completed during the year. No.	Section 42, Act 1889. Cases completed during the year. Area.	Total amount received for each Land District.
				a. r. p.	£ s. d.			a. r. p.	£ s. d.			a. r. p.	£ s. d.			a. r. p.	£ s. d.			a. r. p.	£ s. d.		a. r. p.	£ s. d.
Armidale	Armidale	..	..	.....	.....	..	..	.....	.....	..	..	.....	.....	..	1	1 0 16	10 11 6	..	..	.....	.....	3	13 1 0	10 11 6
	Glen Innes	..	..	.....	.....	..	..	.....	.....	..	1	8 2 0	21 8 2	1	..	.....	.....	..	..	.....	.....	..	.....	21 8 2
	Inverell	..	..	.....	.....	..	..	.....	.....	1	1	0 1 34	24 18 7	..	..	.....	.....	..	..	.....	.....	..	.....	24 18 7
Bourke	Brewarrina	..	..	.....	.....	..	..	.....	.....	..	..	.....	.....	1	..	.....	.....	..	..	.....	.....	..	.....	.....
Cooma	Bega	..	..	.....	.....	..	..	.....	.....	2	..	.....	.....	..	2	9 2 6	76 1 3	..	..	.....	.....	..	.....	76 1 3
	Cooma	..	..	.....	.....	..	..	.....	.....	..	..	.....	.....	..	..	.....	.....	..	..	.....	.....	2	9 2 0	.....
	Eden	..	..	.....	.....	..	..	.....	.....	..	..	.....	.....	..	..	.....	.....	..	..	.....	.....	2	3 3 0	.....
	Milton	1	..	.....	.....	..	..	.....	.....	..	..	.....	.....	..	..	.....	.....	..	..	.....	.....	..	.....	.....
	Queanbeyan	..	..	.....	.....	..	..	.....	.....	1	..	.....	.....	..	..	.....	.....	..	..	.....	.....	..	.....	.....
Dubbo	Coonamble	..	..	.....	.....	..	..	.....	.....	1	..	.....	.....	..	..	.....	.....	..	..	.....	.....	..	.....	.....
	Dubbo	..	..	.....	.....	..	..	.....	.....	..	..	.....	.....	1	..	.....	.....	..	..	.....	.....	..	.....	.....
Forbes	Forbes	..	..	.....	.....	..	..	.....	.....	..	..	.....	.....	11	2	40 1 12	85 4 0	..	..	.....	.....	..	.....	85 4 0
	Grenfell	..	..	.....	.....	..	..	.....	.....	..	..	.....	.....	2	1	40 0 7	86 1 9	..	..	.....	.....	..	.....	86 1 9
Goulburn	Boorowa	..	..	.....	.....	..	..	.....	.....	..	..	.....	.....	1	..	.....	.....	..	..	.....	.....	..	.....	.....
	Goulburn	..	..	.....	.....	..	..	.....	.....	..	1	2 0 3	8 0 0	..	..	.....	.....	..	..	.....	.....	3	2 3 0	8 0 0
	Moss Vale	..	..	.....	.....	..	..	.....	.....	..	..	.....	.....	2	..	.....	.....	..	..	.....	.....	3	9 1 0	.....
	Young	..	..	.....	.....	..	..	.....	.....	..	..	.....	.....	2	..	.....	.....	..	..	.....	.....	..	.....	.....
Grafton	Grafton	..	..	.....	.....	..	..	.....	.....	..	..	.....	.....	1	..	.....	.....	..	..	.....	.....	..	.....	.....
	Kempsey	..	..	.....	.....	1	..	.....	.....	1	..	.....	.....	..	1	6 2 28	35 17 0	..	..	.....	.....	3	7 2 0	35 17 0
	Lismore	..	..	.....	.....	3	..	.....	.....	1	..	.....	.....	1	..	.....	.....	..	..	.....	.....	1	5 1 20	.....
	Murwillumbah	..	..	.....	.....	..	..	.....	.....	..	..	.....	.....	1	..	.....	.....	..	..	.....	.....	4	10 1 10	.....
Hay	Deniliquin	..	..	.....	.....	..	..	.....	.....	..	..	.....	.....	11	3	61 3 26	109 0 5	..	..	.....	.....	..	.....	109 0 5
	Hay	..	..	.....	.....	..	..	.....	.....	..	..	.....	.....	1	2	47 2 6	109 19 8	..	..	.....	.....	..	.....	109 19 8
	Hillston	..	..	.....	.....	..	..	.....	.....	..	..	.....	.....	1	1	29 1 28	43 16 8	..	..	.....	.....	..	.....	43 16 8
Maitland	Dungog	..	..	.....	.....	..	..	.....	.....	..	..	.....	.....	1	..	.....	.....	..	..	.....	.....	..	.....	.....
	Maitland	..	..	.....	.....	..	..	.....	.....	..	..	.....	.....	1	..	.....	.....	..	..	.....	.....	..	.....	.....
	Newcastle	..	1	0 0 7½	50 0 0	2	..	.....	.....	..	1	0 1 23½	8 4 6	..	..	.....	.....	..	..	.....	.....	..	.....	58 4 6
	Taree	..	..	.....	.....	1	..	.....	.....	..	..	.....	.....	1	..	.....	.....	..	..	.....	.....	..	.....	.....
Moree	Warialda	..	..	.....	.....	..	..	.....	.....	..	..	.....	.....	..	..	.....	.....	..	..	.....	.....	1	2 0 0	.....
Orange	Bathurst	..	..	.....	.....	..	..	.....	.....	..	..	.....	.....	..	..	.....	.....	..	..	.....	.....	1	0 2 0	.....
	Cowra	..	..	.....	.....	..	..	.....	.....	..	..	.....	.....	1	1	2 0 29	13 11 8	..	..	.....	.....	..	.....	13 11 8
	Lithgow	..	..	.....	.....	..	..	.....	.....	..	1	5 2 36	20 1 7	..	..	.....	.....	..	..	.....	.....	..	.....	20 1 7
	Molong	..	..	.....	.....	..	..	.....	.....	..	..	.....	.....	1	2	19 3 0	54 11 6	..	..	.....	.....	..	.....	54 11 6
	Mudgee	..	..	.....	.....	..	..	.....	.....	..	..	.....	.....	1	..	.....	.....	..	..	.....	.....	..	.....	.....
	Orange	..	..	.....	.....	..	..	.....	.....	1	..	.....	.....	..	..	.....	.....	..	..	.....	.....	..	.....	.....
	Wellington	..	..	.....	.....	..	..	.....	.....	..	..	.....	.....	1	1	8 2 34	22 17 0	..	..	.....	.....	..	.....	22 17 0
Sydney	Kiama	..	..	.....	.....	..	..	.....	.....	..	..	.....	.....	3	..	.....	.....	..	..	.....	.....	..	.....	.....
	Liverpool	..	..	.....	.....	1	4	0 3 38½	142 10 6	..	..	.....	.....	..	1	1 2 18	34 0 0	..	1	7 2 18	92 2 0	..	.....	278 13 5
	Nowra	..	..	.....	.....	..	..	.....	.....	..	..	.....	.....	2	..	.....	.....	..	..	.....	.....	..	.....	.....
	Parramatta	..	..	.....	.....	..	..	.....	.....	..	4	0 0 34½	101 4 0	..	..	.....	.....	..	..	.....	.....	..	.....	101 4 0
	Penrith	..	..	.....	.....	..	..	.....	.....	..	..	.....	.....	1	..	.....	.....	..	..	.....	.....	..	.....	.....
	Picton	..	..	.....	.....	..	..	.....	.....	..	..	.....	.....	1	..	.....	.....	..	..	.....	.....	..	.....	.....
	Sydney	5	1	0 0 19	252 11 0	21	16	1 1 15½	1,689 1 9	3	1	0 2 31½	275 3 0	..	2	3 1 12	670 9 0	..	..	.....	.....	..	.....	2,806 18 9
	Windsor	..	..	.....	.....	..	..	.....	.....	11	1	0 3 1	41 8 0	1	..	.....	.....	..	..	.....	.....	..	.....	41 8 0
Tamworth	Narrabri	..	..	.....	.....	..	..	.....	.....	2	..	.....	.....	1	..	.....	.....	..	..	.....	.....	..	.....	.....
	Tamworth	..	..	.....	.....	..	..	.....	.....	..	..	.....	.....	8	0	27 1 0	142 15 3	..	..	.....	.....	..	.....	142 15 3
Wagga Wagga	Albury	..	..	.....	.....	..	..	.....	.....	..	1	15 3 0	58 13 9	1	..	.....	.....	..	..	.....	.....	..	.....	58 13 9
	Corowa	..	..	.....	.....	..	..	.....	.....	..	..	.....	.....	1	1	74 1 35	179 19 2	..	..	.....	.....	..	.....	179 19 2
	Gundagai	..	..	.....	.....	..	..	.....	.....	..	..	.....	.....	2	1	2 3 33	11 0 5	..	..	.....	.....	..	.....	11 0 5
	Narrandera	..	..	.....	.....	..	..	.....	.....	..	..	.....	.....	2	..	.....	.....	..	..	.....	.....	..	.....	.....
	Urana	..	..	.....	.....	..	..	.....	.....	..	..	.....	.....	..	1	10 2 31	48 0 3	..	..	.....	.....	..	.....	48 0 3
	Wagga Wagga	..	..	.....	.....	..	..	.....	.....	..	..	.....	.....	1	..	.....	.....	..	..	.....	.....	..	.....	.....
		6	2	0 0 26¾	292 11 0	33	20	2 1 14	1,831 12 6	24	12	40 1 33	557 2 4	68	29	205 0 0	1,733 9 9	..	1	7 2 18	92 2 0	28	68 0 39	4,486 17 6

SCHEDULE XXXIV.

RETURN showing the number of Applications to surrender land in exchange for other land, under the provisions of the 46th section of the Crown Lands Act of 1889, received during the year 1894 and previous years; and the number disposed of and outstanding on 31st December, 1894.

No. of applications received during the year 1894, together with those outstanding from previous years.	Division of Colony.	Land District.	Area proposed to be Surrendered.	Number of Applications disposed of. Accepted by Governor in Council. No.	Area granted.	No. Refused.	Area.	No. withdrawn.	Area.	No. of Applications outstanding.	Area.
			acres.		a. r. p.		acres.		acres.		acres.
2	Central ...	Balranald South and Deniliquin...	9,463	...	.....	2	9,463	...	.....	...	.....
2	,, ...	Barmedman	3,649	1	2,083 3 0	...	.....	...	.....	1	1,565
2	,, ...	Bingara	506	1	342 0 0	...	.....	...	.....	1	160
1	,, ...	Brewarrina East and Walgett	1,157	...	.....	...	.....	...	.....	1	1,157
5	,, ...	Condoublin	4,436	2	420 0 0	...	.....	...	.....	3	4,016
1	,, ...	Condoublin and Hillston	1,984	...	.....	...	.....	...	.....	1	1,984
1	,, ...	Condoublin, Parkes, and Forbes ...	7,266	...	.....	...	.....	...	.....	1	7,266
3	,, ...	Coonabarrabran	6,402	...	.....	1	80	...	.....	2	6,322
1	,, ...	Coonabarrabran and Coonamble ...	2,901	...	.....	...	.....	...	.....	1	2,901
4	,, ...	Coonamble	22,216	1	10,869 0 25	1	224	...	.....	2	11,256
1	,, ...	Coonamble and Dubbo	6,153	...	.....	...	.....	...	.....	1	6,153
1	,, ...	Coonamble and Warren	1,485	...	.....	1	1,485	...	.....	...	.....
3	,, ...	Corowa	3,116	...	.....	...	.....	...	.....	3	3,116
1	,, ...	Corowa and Deniliquin	3,670	...	.....	...	.....	...	.....	1	3,670
1	,, ...	Corowa and Urana	640	...	.....	...	.....	...	.....	1	640
17	,, ...	Deniliquin	57,847	...	.....	3	4,567	...	.....	14	53,280
1	,, ...	Deniliquin, Corowa, and Urana ...	4,860	...	.....	...	.....	...	.....	1	4,860
4	,, ...	Dubbo	10,077	...	.....	...	.....	...	.....	4	10,077
2	,, ...	Dubbo and Parkes	2,811	...	.....	...	.....	...	.....	2	2,811
4	,, ...	Forbes	5,487	...	.....	...	.....	...	.....	4	5,487
3	,, ...	Forbes and Grenfell	1,449	...	.....	...	.....	...	.....	3	1,449
1	,, ...	Forbes and Parkes	80	...	.....	...	.....	...	.....	1	80
4	,, ...	Grenfell	6,056	1	1,190 1 0	...	.....	...	.....	3	4,894
5	,, ...	Gunnedah	29,526	...	.....	...	.....	...	.....	5	29,526
2	,, ...	Gunnedah and Narrabri	20,978	...	.....	...	.....	...	.....	2	20,978
1	,, ...	Gunnedah and Tamworth	4,147	1	4,916 1 0	...	.....	...	.....	...	.....
20	,, ...	Hay	117,287	4	20,663 0 0	1	2,325	...	.....	15	95,637
3	,, ...	Hay and Deniliquin	23,628	1	294 1 0	...	.....	...	.....	2	23,270
1	,, ...	Hay and Hillston	14,015	...	.....	...	.....	...	.....	1	14,015
1	,, ...	Hillston	6,781	...	.....	...	.....	1	6,781	...	.....
12	,, ...	Moree	27,987	...	.....	...	.....	3	5,920	9	22,067
5	,, ...	Narrabri	29,242	1	200 0 0	1	450	...	.....	3	28,592
2	,, ...	Narrabri and Moree	1,401	...	.....	...	.....	1	640	1	761
21	,, ...	Narrandera	54,548	6	16,111 3 38	2	4,093	...	.....	14	33,560
4	,, ...	Narrandera and Barmedman	2,893	...	.....	...	.....	...	.....	4	2,893
3	,, ...	Narrandera and Urana	19,519	...	.....	...	.....	...	.....	3	19,519
1	,, ...	Narrandera and Wagga	3,153	...	.....	...	.....	...	.....	1	3,153
5	,, ...	Nyngan	8,172	...	.....	2	3,864	...	.....	3	4,308
2	,, ...	Parkes	1,200	...	.....	...	.....	...	.....	2	1,200
1	,, ...	Parkes, Condoublin, and Forbes	11,248	1	11,313 0 0	...	.....	...	.....	...	.....
1	,, ...	Tumut, Tumberumba, and Tumberumba North.	4,543	...	.....	...	.....	...	.....	1	4,543
16	,, ...	Urana	19,608	2	627 0 0	...	.....	...	.....	14	18,971
16	,, ...	Wagga	175,113	2	1,421 3 0	1	892	...	.....	13	172,735
2	,, ...	Wagga and Barmedman	8,045	1	9,614 2 0	...	.....	...	.....	1	80
1	,, ...	Wagga and Urana	1,387	...	.....	...	.....	...	.....	1	1,387
1	,, ...	Walgett	960	...	.....	...	.....	...	.....	1	960
1	,, ...	Walgett and Coonamble	100	...	.....	...	.....	...	.....	1	100
2	,, ...	Walgett and Narrabri	2,796	...	.....	...	.....	...	.....	2	2,796
5	,, ...	Warialda	18,885	...	.....	...	.....	...	.....	5	18,885
2	,, ...	Warialda and Moree	2,693	1	840 3 39	...	.....	1	1,853	...	.....
2	,, ...	Warren	10,943	...	.....	...	.....	...	.....	2	10,943
1	,, ...	Warren and Coonamble	8,673	1	5,930 1 0	...	.....	...	.....	...	.....
2	,, ...	Warren and Nyngan	9,519	...	.....	...	.....	...	.....	2	9,519
1	Western ...	Balranald	5,660	...	.....	...	.....	...	.....	1	5,660
3	,, ...	Bourke	2,830	...	.....	...	.....	...	.....	3	2,830
1	,, ...	Bourke and Brewarrina	1,543	...	.....	1	1,543	...	.....	...	.....
6	,, ...	Brewarrina	15,892	1	200 0 0	...	.....	...	.....	5	15,732
1	,, ...	Brewarrina and Walgett North ...	18,674	...	.....	...	.....	...	.....	1	18,674
14	,, ...	Hillston North	35,096	...	.....	7	26,294	...	.....	7	8,802
2	,, ...	Walgett North	360	...	.....	2	360	...	.....	...	.....
1	,, ...	Wentworth	40	...	.....	...	.....	...	.....	1	40
1	,, ...	Wentworth and Balranald	345	...	.....	...	.....	...	.....	1	345
1	,, ...	Willyama	40	...	.....	...	.....	...	.....	1	40
237	.....	.....	863,191	27	87,038 0 22	25	55,642	6	15,194	179	725,865

NOTE.—Ninety-two applications for exchanges in the Eastern Division, embracing an area of 81,632 acres, cannot be dealt with, owing to the expiration of the Pastoral Leases, and are held in abeyance pending legislation.

SCHEDULE

SCHEDULE XXXV.

RETURN showing the number, area, and nature of Deeds of Grant prepared during the year 1894.

No. of Deeds of Grant.	Area.	Nature of Grant.
	a. r. p.	
2,196	91,251 0 12	Sales by Auction, under clause 61 of Crown Lands Act of 1884.
63	262 3 34	Do do Act 38 Vic. No. 3, Field of Mars.
33	9 2 32	Do do Act 53 Vic. No. 1, Newcastle Pasturage.
14	5,856 0 36	Purchases in virtue of Improvements under clauses 2 and 31 of the Crown Lands Alienation Act of 1875.
66	29 1 19	Do do clause 46 of the Crown Lands Act of 1884.
10	1 3 39	Do do Act 53 Vic. No. 1, Newcastle Pasturage.
698	119,937 2 25	Conditional Purchases under clauses 13, 14, 19, 21, and 22 of the Crown Lands Alienation Act of 1861.
55	8,126 3 0	Do do 24, 26, 42, and 47 of the Crown Lands Act of 1884.
4	20 0 39	Purchases under clauses 9, 11, and 12 of the Crown Lands Alienation Act of 1861.
64	393 2 13	Do 63, 64, 66, 67, and 69 of the Crown Lands Act of 1884.
11	215 1 29½	Alienation under clause 42 of Crown Lands Act of 1889.
76	47,300 1 37	Do part 1 of clause 46 of the Crown Lands Act of 1889 (by way of exchange).
2	62 3 30	Do 2 do do
10	172 2 37½	Dedications under clause 5 of the Crown Lands Alienation Act of 1861, the 32nd of the Crown Lands Alienation Act of 1875, and the 104th of the Crown Lands Act of 1884.
3,302	273,651 0 23	Total.

SCHEDULE XXXVI.

RETURN showing the number, area, and rental of Pastoral Leases and Occupation Licenses current during 1894.

Pastoral Leases.				Occupation Licenses.			
Number of Leases.	Division of Colony.	Area.	Annual Rental.	Number of Licenses.	Division of Colony.	Area.	Annual License Fee.
		acres.	£ s. d.			acres.	£ s. d.
716	Central	18,616,892	198,498 11 1	316	Eastern	3,626,786	11,636 15 1
309	Western	38,980,499	180,208 14 6	339	Eastern (Preferential)	4,042,616	21,722 17 10
				580	Central	6,978,339	36,232 11 11
				219	Western	24,256,773	48,601 11 6
1,025		57,597,391	378,707 5 7	1,454		38,904,516	118,193 16 4

SCHEDULE XXXVII.

RETURN giving particulars as to Refunds granted during the year 1894 on account of land withdrawn from Pastoral Lease and Occupation License.

Pastoral Leases.				Occupation Licenses.			
Division.	Number of Pastoral Leases.	Area withdrawn.	Amount of refund granted.	Division.	Number of Occupation Licenses.	Area withdrawn.	Amount of refund granted.
		acres.	£ s. d.			acres.	£ s. d.
Central	42	19,995	1,204 4 4	Eastern	85	52,579	440 4 5
Western	10	7,724	126 4 6	Eastern (Preferential)	135	126,470	1,374 2 11
				Central	193	306,578	2,549 12 6
				Western	40	471,229	1,798 1 0
Totals	52	27,719	1,330 8 10	Totals	458	956,856	6,162 0 10

Grand Totals.

Cases	510
Area withdrawn	984,575 acres.
Amount refunded	£7,492 9s. 8d.

SCHEDULE XXXVIII.

RETURN showing the number of transfers of Pastoral Leases, Preferential Occupation Licenses, and Occupation Licenses, completed during the year 1894, under the Crown Lands Acts of 1884 and 1889.

Division.	Pastoral Leases.	Preferential Occupation Licenses.	Occupation Licenses.
Eastern	.....	25	23
Central	49	.....	40
Western	17	.....	10
Totals	66	25	73

SCHEDULE XXXIX.

RETURN of Occupation Licenses offered for sale by Auction or by Tender, showing the number and area offered; the number of times offered; and the number and area sold during the year 1894.

By Auction.							By Tender.						
Division.	No. of times offered during 1894.		Total No. offered.	Area offered.	No. sold.	Area sold.	Division.	No. of times offered during 1894.		Total No. offered.	Area offered.	No. sold.	Area sold.
	1	2						1	2				
				acres.		acres.					acres.		acres.
Eastern	113	53	166	1,814,233	27	302,290							
Central	7	1	8	136,805	4	84,980	Eastern	2	...	2	11,000	2	11,000
Western	12	4	16	1,074,727	3	88,234							
Totals	132	58	190	3,025,765	34	475,504	Total	2	...	2	11,000	2	11,000

Grand Totals.
Total number offered 192; area 3,036,765 acres.
" " sold 36; area 486,504 acres.

SCHEDULE XL.

RETURN giving particulars of fresh Appraisements of License Fees determined under the 81st section of the Crown Lands Act of 1884, and gazetted during 1894.

Division of Colony.	Resumed Area.		Original Rate as determined by the Minister, or as altered by the Land Appeal Court.		Rate as determined under the 81st section of the Crown Lands Act of 1894, and gazetted.	
	No.	Name.	Minister.	Land Court.		
			£ s. d.	£ s. d.	£ s. d.	
Eastern	5	Weejasper	5 6 8	.....	2 13 4	Total number reappraised, 2; area, 108,725 ac.; annual license fee, £261 16s. 3d.
	503	Tomalla	2 13 4	1 5 0	1 5 0	
Eastern (Preferential)	194a	Carracaback and Dewett Creek.	3 6 8	.....	2 0 0	Total number reappraised, 1; area, 26,957 ac.; annual license fee, £84 4s. 10d.
Western	64	Tinapagee	1 10 0	.....	0 11 10	Total number reappraised, 4; area, 760 843 ac.; annual license fee, £1,032 14s. 7d.
	177	Gundabooka	2 7 6	.....	1 9 4	
	178	Cultowa	2 0 0	1 17 6	0 16 0	
	260	Warbar	2 13 4	.....	1 4 2	

SCHEDULE XLI.

RETURN showing the number of Pastoral Leases forfeited during 1894, and also the number of Preferential Occupation Licenses and Occupation Licenses not renewed for that year.

Pastoral Leases.		Preferential Occupation Licenses.		Occupation Licenses.	
Eastern Division	2	Eastern Division	32	Eastern Division	30
Central "	4			Central "	16
Western "	5			Western "	8
Total	11	Total	32	Total	54

SCHEDULE XLII.

RETURN showing the number and area embraced in Applications for Homestead Leases made in 1894, and the action thereon.

Land Board District.	Land District.	No. of Applications received and the area embraced by such Applications.		Deposits lodged with Applications for Homestead Leases.	1894 Applications.		
		No.	Area.		No. granted.	No. refused.	No. outstanding.
			acres.	£ s. d.			
Bourke	Bourke	21	153,791	640 15 11	1	1	19
	Brewarrina	11	83,841	349 6 9	.....	1	10
	Cobar	1	4,482	18 13 6	.....	.....	1
	Wilcannia	19	96,676	402 16 4	1	5	13
	Willyama	19	120,545	502 5 5	.....	1	18
Hay	Balranald	8	58,360	243 3 4	1	1	6
	Hillston North	5	14,508	60 9 0	.....	2	3
	Wentworth	13	80,439	335 3 3	.....	.....	13
Moree	Walgett North	13	79,873	332 16 1	1	4	8
		110	692,515	2,885 9 7	4	15	91

SCHEDULE XLIII.

RETURN showing the number and area of Applications for Homestead Leases granted, refused, and permitted to be withdrawn, during 1894, and also number outstanding at the end of that year.

Land Board District.	Land District.	No. granted.	Area.	Annual Rent.	Number refused and permitted to be withdrawn.	Number outstanding at the end of 1894.
			Acres.	£ s. d.		
Bourke	Bourke	14	108,929	475 13 6	2	22
	Brewarrina	3	26,605	191 16 10	1	11
	Cobar	7	52,802	237 10 4	Nil.	1
	Wilcannia	11	76,757	283 11 8	10	16
	Willyama	16	71,687	244 8 11	3	18
Hay	Balranald	7	48,877	171 13 11	3	8
	Hillston, North	8	33,350	153 3 1	5	3
	Wentworth	2	9,454	11 10 4	2	14
Moree	Walgett, North	10	65,776	497 6 1	17	10
		78	494,237	2,266 14 8	43	103

SCHEDULE XLIV.

RETURN showing the number of Transfers of Homestead Leases completed during the year 1894, and number outstanding at the end of that year.

Number completed	199	Number outstanding	103

SCHEDULE XLV.

RETURN showing the number, area, and rent of Homestead Leases not accepted and forfeited during 1894.

Land Board District.	Land District.	Not accepted.			Forfeited.		
		No. of Leases.	Area embraced in such leases.	Annual Rental.	No. of Leases.	Area embraced in such Leases.	Annual Rental.
			acres.	£ s. d.		acres.	£ s. d.
Bourke	Bourke	5	51,187	273 9 0	9	73,253	321 15 9
	Brewarrina	1	9,158	48 1 7	2	12,467	83 10 7
	Cobar	5	15,693	74 10 9	.....	.....	.....
	Wilcannia	3	21,575	129 10 3	1	10,240	64 0 0
	Willyama	3	13,114	46 0 9	1	10,240	64 0 0
Hay	Hillston, North	4	25,447	143 1 10	1	1,156	7 14 2
	Wentworth	6	29,982	70 6 2	.....	.....	.....
Moree	Walgett, North	.....	.....	.....	1	10,240	115 4 0
	Total	27	166,156	785 0 4	15	117,596	656 4 6

One Homestead Lease of 640 acres was surrendered during the year.
Four forfeitures were reversed during the year, the area and rental involved being respectively 31,409 acres and £175 6s. 1d.

SCHEDULE XLVI.

RETURN showing the number, area, and rent of Homestead Leases in existence at the end of 1894.

Land Board District.	Land District.	No. of Leases.	Area embraced in such Leases.	Rent determined.
			acres.	£ s. d.
Bourke	Bourke	370	3,372,536	20,801 19 8
	Brewarrina	159	1,442,386	15,214 7 6
	Cobar	53	474,730	2,364 1 9
	Wilcannia	89	705,821	4,228 17 7
	Willyama	95	605,761	2,610 10 0
Hay	Balranald	81	679,656	3,804 12 3
	Hay, North	58	540,802	4,421 2 5
	Hillston, North	76	580,071	3,489 14 6
	Wentworth	60	447,022	1,869 16 5
Moree	Walgett, North	118	1,011,228	8,764 6 10
Totals		1,159	9,860,013	67,569 8 11

SCHEDULE XLVII.

RETURN of Applications for Special Leases under Crown Lands Act of 1884, and action taken thereon during the year 1894.

Land Board District.	Land District.	Number of Applications.			Applications granted.			Declined, withdrawn, or lapsed.		Pending.	
		Outstanding in 1893.	Made during 1894.	Total.	Number.	Area.	Rent.	Number.	Area.	Number.	Area.
						a. r. p.	£ s. d.		a. r. p.		a. r. p.
Armidale	Armidale	1	2	3	...	...	...	1	160 0 0	2	322 0 0
	Inverell	7	3	10	2	192 0 0	22 0 0	5	262 0 0	3	230 0 0
	Tenterfield	...	1	1	...	...	...	...	...	1	20 0 0
Bourke	Bourke	14	6	20	4	93 1 16	50 0 0	10	2,266 0 0	6	1,026 0 0
	Brewarrina	5	2	7	3	36 0 0	45 0 0	3	338 0 0	1	20 0 0
	Cobar	1	...	1	...	...	...	...	...	1	320 0 0
	Wilcannia	1	4	5	1	4 0 0	10 0 0	2	640 0 0	2	90 0 0
	Willyama	6	2	8	4	177 3 18	40 0 0	2	30 0 0	2	215 0 0
Cooma	Bega	1	2	3	...	...	...	3	63 0 0	...	...
	Bombala	...	2	2	...	...	...	...	...	2	30 0 0
	Cooma	1	4	5	...	...	...	3	445 0 0	2	15 0 0
	Eden	2	2	4	2	0 1 8¾	35 0 0	1	15 0 0	1	150 0 0
	Milton	2	...	2	2	2 0 0	47 0 0	...	...	...	...
	Moruya	6	...	6	2	177 3 0	20 0 0	3	0 1 10	1	0 0 4½
Dubbo	Coonamble	1	1	2	...	...	...	1	0 2 0	1	320 0 0
	Dubbo	4	3	7	2	203 3 0	25 0 0	2	70 0 0	3	50 0 10
	Nyngan	...	1	1	...	...	...	...	...	1	10 0 0
Forbes	Forbes	1	7	8	1	40 0 0	10 0 0	3	536 0 0	4	539 0 0
	Parkes	...	1	1	...	...	...	1	4 0 0	...	...
Goulburn	Goulburn	1	...	1	...	...	...	1	13 0 0	...	...
	Moss Vale	1	...	1	...	...	...	...	...	1	68 0 0
	Young	2	1	3	1	226 0 0	11 6 0	1	75 0 0	1	1 0 0
Grafton	Bellingen	2	2	4	1	0 1 11	10 0 0	1	1 0 0	2	20 0 0
	Casino	1	3	4	2	40 0 2	25 0 0	...	...	2	65 0 0
	Grafton	6	4	10	5	49 0 25½	78 10 0	2	0 0 18½	3	42 1 4
	Kempsey	...	1	1	...	...	...	...	...	1	5 0 0
	Lismore	15	12	27	8	2 0 3¾	110 0 0	9	587 0 32	10	172 0 3
	Murwillumbah	...	12	12	...	...	...	8	560 0 0	4	500 0 0
	Port Macquarie	1	1	2	1	0 0 12½	10 0 0	...	...	1	4 0 0
Hay	Balranald	3	...	3	1	1 1 0	10 0 0	...	...	2	12 1 16
	Deniliquin	5	4	9	4	256 0 0	47 0 0	...	...	5	354 0 0
	Hay	5	2	7	3	10 1 17	30 0 0	2	620 0 0	2	340 0 0
	Wentworth	...	1	1	1	2 0 0	10 0 0	...	...	...	...
Maitland	Maitland	3	...	3	1	0 0 3¾	2 0 0	...	...	2	*
	Newcastle	7	8	15	4	1 1 37	40 10 0	...	...	11	31 2 21
	Paterson	1	...	1	...	...	...	1	0 0 14½	...	...
	Raymond Terrace	3	2	5	1	0 0 4½	2 0 0	1	0 1 0	3	0 0 4½
	Stroud	...	2	2	...	...	...	...	...	2	205 0 0
	Taree	2	3	5	2	4 3 16	45 5 0	...	...	3	5 0 35
Moree	Bingara	1	...	1	...	...	...	...	...	1	9 0 0
	Moree	1	...	1	1	5 0 0	25 0 0	...	...	...	...
	Walgett	...	3	3	...	...	...	...	...	3	3 3 20
	Walgett North	1	3	4	1	2 0 0	25 0 0	...	...	3	216 0 0
Orange	Lithgow	4	2	6	3	19 1 37	52 10 0	2	41 0 29	1	24 0 0
	Mudgee	1	...	1	1	20 0 0	10 0 0	...	...	...	...
	Orange	...	2	2	...	...	...	1	9 0 17	1	80 0 0
	Rylstone	1	...	1	1	15 0 0	15 0 0	...	...	...	...
	Wellington	1	...	1	...	...	...	1	1 0 0	...	...
Sydney	Campbelltown	3	1	4	1	40 0 0	10 0 0	...	...	3	123 0 36
	Liverpool	3	...	3	1	0 0 31½	6 0 0	2	0 0 17¾	...	...
	Metropolitan	60	38	98	33†	10 2 18½	1,715 10 0	7	46 3 27¼	60	17 0 27½
	Nowra	1	2	3	...	...	...	2	57 0 0	1	80 0 0
	Parramatta	20	8	28	8	6 1 30	53 0 0	3	0 1 14¾	17	13 0 24½
	Penrith	1	2	3	...	...	...	1	20 0 0	2	78 0 0
	Picton	7	...	7	...	...	...	...	...	7	59 0 0
	Windsor	7	...	7	...	...	...	...	...	7	64 0 0
Tamworth	Gunnedah	1	...	1	1	1 2 12	10 0 0	...	...	...	...
	Narrabri	3	1	4	...	...	...	3	340 0 0	1	10 0 0
Wagga Wagga	Cootamundra	2	2	4	1	50 0 0	12 10 0	1	4 0 0	2	8 0 0
	Corowa	5	1	6	2	6 1 0	20 0 0	2	4 3 0	2	10 0 0
	Gundagai	2	3	5	...	...	...	...	...	5	64 0 0
	Narrandera	1	3	4	...	...	...	1	0 3 0	3	20 0 0
	Tumberumba	1	...	1	1	2 0 0	10 0 0	...	...	...	...
	Urana	...	1	1	1	1 1 25	10 0 0	...	...	...	...
	Wagga Wagga	1	2	3	...	...	...	1	2 0 0	2	0 1 1½
	Totals	239	175	414	114	1,700 1 29½	2,711 1 0	93	7,213 2 20¼	209	6,063 1 23

* Small area. † One of the leases granted was by purchase at auction, no preliminary application, and another was a revival of an old forfeited lease upon payment of all arrears of rent.

SCHEDULE XLVIII.

RETURN showing Number, Area, and Rental of Special Leases forfeited during 1894.

Land Board District and Land District.	No. of Leases.	Area.			Rent.		
		a.	r.	p.	£	s.	d.
Armidale—							
Tenterfield	1	1	0	0	10	0	0
Bourke—							
Bourke	5	964	1	0	135	0	0
Willyama	9	837	1	6	210	7	6
Cooma—							
Bombala	1	4	0	0	20	0	0
Cooma	1	5	0	0	20	0	0
Moruya	2	9	2	0	20	0	0
Dubbo—							
Dubbo	1	70	0	0	14	0	0
Forbes—							
Parkes	1	10	0	0	10	0	0
Grafton—							
Bellingen	1	1	1	0	20	0	0
Casino	1	0	0	14	17	0	0
Grafton	2	0	2	3	15	0	0
Maitland—							
Gosford	2	0	0	23	15	0	0
Newcastle	5	2	3	20¼	80	0	0
Raymond Terrace	1	0	1	18	20	0	0
Orange—							
Lithgow	3	27	1	0	50	0	0
Mudgee	1	80	0	0	21	0	0
Rylstone	1	15	0	0	15	0	0
Sydney—							
Campbelltown	1	2	0	0	10	0	0
Kiama	1	0	0	21½	15	0	0
Metropolitan	8	0	1	33½	87	0	0
Parramatta	1	3	0	0	10	0	0
Penrith	1	100	0	0	30	0	0
Tamworth—							
Narrabri	1	10	0	0	20	0	0
Tamworth	1	20	0	0	10	0	0
Wagga Wagga—							
Cootamundra	1	0	3	11	10	0	0
Wagga Wagga	2	0	1	1¼	50	4	0
Totals	55	2,165	0	31¾	934	11	6

SCHEDULE XLIX.

NUMBER, Area, and Rent of Special Leases which terminated on 31st December, 1894.

Land Board District and Land District.	No. of Leases.	Area.			Rent.		
		a.	r.	p.	£	s.	d.
Armidale—							
Glen Innes	1	25	0	0	10	0	0
Cooma—							
Milton	2	6	0	6	15	0	0
Grafton—							
Port Macquarie	2	5	0	0	30	0	0
Hay—							
Deniliquin	2	365	0	0	28	0	0
Maitland—							
Gosford	2	4	1	0	20	0	0
Muswellbrook	1	0	2	0	12	0	0
Newcastle	3	0	1	24¾	11	0	0
Stroud	1	14	0	0	10	0	0
Taree	2	6	1	35	22	0	0
Orange—							
Cowra	1	4	0	0	10	0	0
Lithgow	1	3	0	0	10	0	0
Orange	1	1	0	0	10	0	0
Sydney—							
Metropolitan	31	3	1	8½	607	0	0
Nowra	1	0	0	6	10	0	0
Parramatta	4	0	1	7¼	61	0	0
Wagga Wagga—							
Cootamundra	1	3	0	0	10	0	0
Corowa	2	4	0	22	20	0	0
Narrandera	1	10	0	0	10	0	0
Totals	50	455	1	29½	906	0	0

NOTE.—Two special leases were converted into permissive occupancies, and the land covered by another lease was sold by auction during the year, the aggregate area and rental of the three leases thus terminated being respectively 40 acres 1 rood 20 perches and £45.

SCHEDULE L.

RETURN of Special Leases current on 31st December, 1894 (inclusive of Special Leases which terminated on that date).

Land Board District and Land District.	No. of Leases.	Area.			Rent.		
		a.	r.	p.	£	s.	d.
Armidale—							
Armidale	2	6	1	0	20	0	0
Glen Innes	1	25	0	0	10	0	0
Inverell	4	205	0	0	44	0	0
Tenterfield	1	3	2	0	10	0	0
Bourke—							
Bourke	28	2,198	3	12	379	16	0
Brewarrina	8	429	3	20	100	0	0
Cobar	4	624	0	0	47	10	0
Wilcannia	7	428	2	16	92	0	0
Willyama	27	1,689	2	23	354	0	0
Cooma—							
Bega	2	6	0	0	15	0	0
Eden	5	1	2	13¼	65	0	0
Milton	7	41	0	6	87	0	0
Moruya	4	187	3	3	45	0	0
Dubbo—							
Coonamble	1	8	2	2	10	0	0
Dubbo	4	215	3	0	45	0	0
Nyngan	1	4	2	0	10	0	0
Warren	3	76	0	0	40	0	0
Forbes—							
Forbes	3	62	3	0	30	0	0
Parkes	5	41	0	0	56	0	0
Goulburn—							
Burrowa	1	80	0	0	11	0	0
Goulburn	1	7	0	0	10	0	0
Young	2	232	1	0	26	6	0

SCHEDULE L—*continued.*

Land Board District and Land District.	No. of Leases.	Area.			Rent.		
		a.	r.	p.	£	s.	d.
Grafton—							
Bellingen	3	20	1	11	30	0	0
Casino	2	40	0	2	25	0	0
Grafton	9	132	0	34¾	129	0	0
Lismore	11	13	1	5¾	155	8	0
Murwillumbah	2	3	1	6	20	0	0
Port Macquarie	7	20	2	38¼	77	0	0
Hay—							
Balranald	3	4	2	24	20	0	0
Deniliquin	20	1,692	2	32	209	10	0
Hay	12	1,277	0	17	182	5	0
Hillston	1	5	0	0	10	0	0
Wentworth	1	2	0	0	10	0	0
Maitland—							
Dungog	1	0	0	14	10	0	0
Gosford	7	10	0	6¾	77	0	0
Maitland	1	0	0	3¾	2	0	0
Muswellbrook	2	1	2	0	27	0	0
Newcastle	17	19	2	35¾	173	0	0
Paterson	1	0	0	24¼	10	0	0
Raymond Terrace	2	40	0	4¼	17	0	0
Scone	1	10	0	0	10	0	0
Singleton	4	253	1	0	47	0	0
Stroud	4	54	0	0	40	10	0
Taree	12	92	3	36½	173	5	0
Moree—							
Moree	6	272	2	0	60	0	0
Walgett	2	8	0	0	25	0	0
Walgett North	4	45	0	0	55	0	0
Bingara	1	10	0	0	10	0	0
Orange—							
Carcoar	1	20	0	0	10	0	0
Cowra	3	68	0	33	30	0	0
Lithgow	12	132	2	7	176	0	0
Molong	1	4	3	28	10	0	0
Mudgee	1	20	0	0	10	0	0
Orange	1	1	0	0	10	0	0
Rylstone	2	27	0	0	20	0	0
Wellington	1	5	0	0	10	0	0
Sydney—							
Campbelltown	5	267	0	39	67	15	0
Kiama	4	0	1	13	32	0	0
Liverpool	4	0	1	4	22	0	0
Metropolitan	170	98	0	1¼	8,184	0	0
Nowra	3	14	0	6	22	0	0
Parramatta	26	15	2	21	249	0	0
Wollongong	3	1	0	33¼	37	0	0
Tamworth—							
Coonabarabran	2	52	0	0	22	0	0
Gunnedah	3	51	2	12	30	0	0
Narrabri	6	436	0	0	66	0	0
Tamworth	2	10	2	0	20	0	0
Wagga Wagga—							
Albury	2	4	0	0	20	0	0
Coctamundra	3	153	0	0	37	10	0
Corowa	5	8	3	22	60	0	0
Narrandera	4	18	1	26	40	0	0
Tumut	1	0	3	38	5	0	0
Tumbarumba	1	2	0	0	10	0	0
Urana	2	6	1	25	20	0	0
Totals	524	12,021	2	20¾	12,412	15	0

SCHEDULE LL.

RETURN of Scrub Leases under section 35 of the Crown Lands Act of 1889 current on 31st December, 1894, and of applications received, leases granted and forfeited during 1894.

Land Board District and Land District.	No. of Applications.			Area of those outstanding from 1893.	Area of those made during 1894.	Total area.	Applications disallowed and withdrawn.			No. of Applications not finally dealt with.	Leases granted during 1894.			Leases forfeited during 1894.			Leases current on 31st December, 1894.		
	Outstanding from 1893.	Made during 1894.	Total.				Of those outstanding from 1893.	Of those made during 1894.	Total.		No.	Area.	Annual rent.	No.	Area.	Annual Rent.	No.	Area.	Annual rent.
				acres.	acres.	acres.						acres.	£ s. d.		acres.	£ s. d.		acres.	£ s. d.
Goulburn—																			
Nowra	..	..	..	...	....	.....	..	..	..	..	..	....	.....	..	....	.....	1	1,920	1 10 0
Hay—																			
Deniliquin	..	..	..	....	....	.....	..	..	..	..	..	....	.....	..	....	.....	1	640	0 18 2
Hay	3	1	4	32,400	11,520	43,920	..	..	..	2	1	10,240	8 10 8	1	10,240	8 10 8	1	10,240	8 10 8
Hillston	1	..	1	10,000	....	10,000	..	..	..	..	1	10,240	38 8 0	..	....	.....	1	10,240	38 8 0
Hillston North	..	..	..	....	....	.....	..	..	..	..	..	....	.....	1	10,240	64 0 0	1	6,800	24 3 4
Wentworth	1	..	1	1,435	....	1,435	..	..	..	..	1	1,291	1 9 0	..	....	.....	1	1,391	1 9 0
Maitland—																			
Scone	..	..	..	....	....	.....	..	..	..	..	..	....	.....	..	....	.....	1	560	1 6 0
Singleton	1	1	2	55	1,500	1,555	..	1	1	..	1	72	5 0 0	..	....	.....	2	1,072	30 0 0
Moree—																			
Bingara	..	..	..	....	....	.....	..	..	..	..	..	....	.....	..	....	.....	1	2,910	3 1 2
Moree	3	3	6	16,300	25,000	41,300	2	..	2	3	1	17,000	26 11 3	..	....	.....	14	132,016	105 8
Warialda	..	1	1	....	2,200	2,200	..	1	1	..	..	....	.....	..	....	.....	1	2,560	0 19
Tamworth—																			
Narrabri	1	1	2	1,280	9,440	10,720	1	..	1	1	..	....	.....	..	....	.....	1	640	0
Wagga Wagga—																			
Tumut	..	..	..	....	....	.....	..	..	..	..	..	....	.....	..	....	.....	1	176	0 6 3
Total	10	7	17	61,470	49,660	111,130	3	2	5	7	5	38,943	79 18 11	2	20,480	72 10 8	27	177,104	215 17 1

SCHEDULE LII.

RETURN showing Number, Area, and Rent of Leases of Inferior Crown Lands standing good on 31st December, 1894.

Land Board District.	Land District.	Number.	Area.	Rent.
			a. r. p.	£ s. d.
Bourke	Wilcannia	1	64,060 0 0	26 0 0
Cooma	Bombala	12	165,259 0 0	240 1 3
Forbes	Parkes	2	6,261 3 0	26 1 10
Hay	Balranald	1	21,500 0 0	40 0 0
	Hillston North	1	45,450 0 0	17 15 0
	Wentworth	1	141,000 0 0	27 10 0
Sydney	Nowra	1	4,000 0 0	16 13 4
Wagga Wagga	Narrandera	16	95,375 0 0	65 10 0
		35	542,845 3 0	449 11 5

NOTE.—During the year one lease, containing an area of 7,000 acres, with an annual rental of £2 10s., was notified as forfeited.

SCHEDULE LIII.

RETURN showing the action taken during 1894 in respect of Residential Leases.

Land Board District and Land District.	Number of Applications.			Area applied for.	No. of applications disallowed and withdrawn.	No. of applications in course of action on 31 Dec., 1894.	Leases granted during 1894.			Leases declared forfeited during 1894.			Leases current on 31st December, 1894.		
	Outstanding on 31/12/93.	Received during 1894.	Total to be dealt with.				No.	Area.	Annual Rent.	No.	Area.	Annual Rent.	No.	Area.	Annual Rent.
				a. r. p.				a. r. p.	£ s. d.		a. r. p.	£ s. d.		a. r. p.	£ s. d.
Armidale—															
Armidale	8	6	14	127 0 0	5	4	5	50 0 0	7 15 0	..	.....	.....	8	80 0 0	13 5 0
Inverell	3	6	9	32 0 0	..	8	1	1 0 0	2 0 0	..	.....	.....	4	31 0 0	5 10 0
Tenterfield	5	1	6	49 0 0	..	1	5	50 0 0	5 10 0	1	10 0 0	1 10 0	6	63 0 0	6 10 0
Walcha	..	..	..	.....	..	..	..	.....	.....	..	.....	.....	1	10 0 0	3 0 0
Bourke—															
Cobar	..	3	3	30 0 0	..	3	..	.....	.....	..	.....	.....	..	.....	.....
Wilbyama	6	2	8	80 0 0	4	1	3	30 0 0	2 15 0	..	.....	.....	16	160 0 0	29 0 0
Cooma—															
Bega	1	..	1	10 0 0	..	..	1	10 0 0	1 0 0	..	.....	.....	1	10 0 0	1 0 0
Bombala	1	2	3	22 0 0	1	1	1	10 0 0	2 0 0	..	.....	.....	1	10 0 0	2 0 0
Braidwood	..	..	..	.....	..	..	..	.....	.....	..	.....	.....	1	2 0 10	1 0 0
Moruya	1	2	3	25 0 0	..	2	1	5 0 0	1 5 0	..	.....	.....	1	5 0 0	1 5 0
Queanbeyan	2	..	2	20 0 0	1	..	1	10 0 0	1 10 0	..	.....	.....	1	10 0 0	1 10 0
Dubbo—															
Dubbo	..	..	..	.....	..	..	..	.....	.....	..	.....	.....	1	10 0 0	2 10 0
Forbes—															
Forbes	..	..	..	.....	..	..	..	.....	.....	..	.....	.....	5	50 0 0	11 15 0
Grenfell	..	1	1	10 0 0	..	1	..	.....	.....	..	.....	.....	4	40 0 0	9 5 0
Parkes	1	3	4	40 0 0	3	1	..	.....	.....	..	.....	.....	4	40 0 0	8 10 0
Goulburn—															
Boorowa	2	..	2	20 0 0	2	..	..	.....	.....	..	.....	.....	1	10 0 0	2 0 0
Goulburn	..	1	1	5 0 0	..	1	..	.....	.....	1	7 0 0	2 0 0	..	.....	.....
Young	13	5	15	150 0 0	9	..	9	90 0 0	17 0 0	..	.....	.....	19	185 3 6	39 15 0
Grafton—															
Bellingen	1	..	1	10 0 0	..	..	1	10 0 0	1 0 0	..	.....	.....	1	10 0 0	1 0 0
Grafton	2	..	2	20 0 0	1	..	1	10 0 0	3 15 0	..	.....	.....	1	10 0 0	3 15 0
Moree—															
Bingara	3	..	3	30 0 0	1	1	1	4 0 0	1 0 0	1	10 0 0	2 10 0	4	24 0 0	4 10 0
Orange—															
Bathurst	1	3	4	10 0 0	..	3	1	10 0 0	1 0 0	..	.....	.....	6	60 0 0	6 5 0
Carcoar	5	3	8	80 0 0	4	3	1	10 0 0	1 0 0	..	.....	.....	9	90 0 0	9 15 0
Molong	..	..	..	.....	..	..	..	.....	.....	..	.....	.....	3	30 0 0	3 10 0
Mudgee	19	6	25	234 0 38	3	6	11	103 0 21	12 5 0	1	10 0 0	1 0 0	22	203 0 21	26 10 0
Orange	2	..	2	20 0 0	..	1	1	10 0 0	1 0 0	..	.....	.....	1	10 0 0	1 0 0
Wellington	1	..	1	10 0 0	..	..	1	10 0 0	1 0 0	..	.....	.....	2	20 0 0	2 0 0
Tamworth—															
Tamworth	1	..	1	10 0 0	..	..	1	10 0 0	2 0 0	3	30 0 0	6 0 0	2	20 0 0	4 0 0
Wagga Wagga—															
Cootamundra	..	1	1	10 0 0	..	1	..	.....	.....	..	.....	.....	..	.....	.....
Gundagai	3	2	10	34 0 0	2	2	7*	69 2 31	11 17 0	..	.....	.....	10	85 1 23	17 7 0
Tumbarumba	5	..	5	50 0 0	2	..	3	30 0 0	3 10 0	..	.....	.....	5	50 0 0	5 10 0
Tumbarumba North	2	1	3	30 0 0	..	3	..	.....	.....	..	.....	.....	..	.....	.....
Tumut	4	1	5	50 0 0	..	1	4	40 0 0	4 5 0	..	.....	.....	4	40 0 0	4 5 0
Total	97	49	146	1,267 0 38	43	44	60	572 3 12	84 7 0	7	67 0 0	13 0 0	144	1,368 1 20	217 2 0

* One of these applications was refused in 1893, but was reinstated and granted in 1894.

SCHEDULE LIV.

RETURN showing Number, Area, and Rent of Snow Leases current on 31st December, 1894.

Land Board District.	Land District.	Number.	Area.	Rent.
			acres.	£ s. d.
Cooma	Cooma	19	68,200	976 11 0
Wagga Wagga	Tumbarumba	2	11,540	55 1 3
	Tumut	4	28,150	58 13 0
Totals		25	107,890	1,090 5 3

NOTE.—Two leases, containing an area of 7,210 acres and producing a rental of £60 1s. 8d., in the Land District of Tumbarumba, were forfeited during the year.

SCHEDULE LV.

RETURN showing number and area of Annual Leases applied for and granted under section 33 of Crown Lands Act of 1889, and the number disallowed and withdrawn during 1894.

Land Board District.	Land District.	No. of Applications received during 1894.	Area applied for during 1894. a. r. p.	No. of Applications disallowed and withdrawn during 1894, including applications made during previous years.	No. of Applications approved, and in virtue of which Leases have been granted during 1894, including applications made during previous years.	Area of Leases Granted. a. r. p.	Rent. £ s. d.
Armidale	Armidale	55	23,100 0 0	5	67	47,628 1 10	358 19 8
	Glen Innes	25	18,512 0 0	4	29	28,788 0 0	182 6 8
	Inverell	81	38,690 0 0	18	88	104,029 0 0	585 1 1
	Tenterfield	166	103,964 0 0	11	111	93,124 0 0	432 1 6
	Walcha	8	4,579 0 0	1	13	10,887 1 0	86 0 5
Bourke	Bourke	1	400 0 0	.....	1	202 0 0	2 5 0
	Brewarrina	4	2,660 0 0	2	.....	.....	.....
	Cobar	1	640 0 0	1	11	21,120 0 0	66 0 0
	Willyama	6	11,520 0 0	.....	.....	.....	.....
Cooma	Bega	10	752 0 0	2	2	34 2 30	7 0 0
	Bombala	17	8,805 0 0	5	20	8,271 0 0	74 16 5
	Braidwood	17	8,513 0 0	3	21	11,905 0 0	68 14 5
	Cooma	63	45,838 0 0	6	112	69,768 2 0	507 5 6
	Eden	1	49 0 0	.....	2	349 0 0	5 0 0
	Moruya	12	3,409 0 0	.....	10	3,214 2 0	66 11 6
	Queanbeyan	15	9,050 0 0	3	17	10,158 0 0	78 3 4
Dubbo	Coonamble	20	16,216 0 0	6	16	12,345 0 0	196 8 0
	Dubbo	33	24,686 0 0	11	45	44,213 0 0	233 17 9
	Warren	12	7,187 0 0	2	2	704 2 0	11 14 10
Forbes	Barmedman	5	2,840 0 0	1	6	7,686 0 0	23 16 2
	Barmedman East	1	280 0 0	.....	.....	.....	.....
	Condobolin	4	3,520 0 0	1	8	6,380 0 0	56 4 0
	Forbes	6	2,258 0 0	3	5	1,728 0 0	18 4 6
	Grenfell	8	2,769 2 0	4	3	683 1 0	19 10 0
	Parkes	4	1,780 0 0	.....	4	1,511 0 0	10 4 3
Goulburn	Boorowa	28	14,235 0 0	5	26	12,503 0 0	147 4 9
	Goulburn	47	21,529 0 0	.....	49	19,001 3 0	157 11 6
	Gunning	16	7,190 0 0	1	22	6,805 2 0	63 0 3
	Moss Vale	8	3,780 0 0	.....	9	7,580 0 0	40 16 3
	Yass	19	12,180 0 0	5	17	5,936 2 0	67 7 9
	Young	19	3,664 1 0	3	6	2,536 0 0	23 19 8
Grafton	Bellingen	4	2,240 0 0	.....	8	5,140 0 0	23 8 4
	Casino	112	71,226 0 0	10	118	75,301 1 0	744 0 11
	Grafton	41	22,058 0 0	8	50	25,873 0 0	104 11 5
	Kempsey	9	5,208 0 0	1	12	6,910 0 0	32 15 5
	Lismore	1	196 0 0	2	3	833 0 0	6 2 6
	Port Macquarie	13	6,384 0 0	4	3	1,680 0 0	6 6 5
Hay	Deniliquin	3	2,368 2 0	.....	.....	.....	.....
	Hillston and Hillston North.	13	5,985 0 0	8	28 1	13,357 3 0 1,280 0 0	119 1 8 7 9 4
	Hay	4	2,152 0 0	2	1	2 1 0	0 5 0
Maitland	Cassilis	39	23,868 3 0	6	27	12,045 2 0	81 5 3
	Dungog	3	737 3 0	.....	2	847 3 0	5 13 9
	Gosford	1	640 0 0	.....	.....	.....	.....
	Muswellbrook	9	2,059 0 0	.....	8	4,180 0 0	31 11 8
	Maitland	1	54 0 0	.....	1	54 0 0	1 7 0
	Paterson	4	2,240 0 0	1	4	2,240 0 0	14 10 0
Maitland	Raymond Terrace	1	246 0 0	.....	1	195 0 0	1 12 6
	Scone	21	9,248 2 0	5	15	8,336 2 0	49 4 6
	Singleton	2	720 0 0	.....	3	2,360 0 0	13 8 4
	Stroud	9	5,828 0 0	.....	1	5 0 0	1 0 0
	Taree	8	5,454 0 0	1	17	13,465 0 0	74 8 8
	Wollombi	10	4,810 0 0	3	11	9,970 0 0	53 11 0
Moree	Bingara	28	11,048 0 0	9	16	8,731 0 0	53 7 2
	Moree	21	22,512 0 0	4	21	23,658 3 0	142 9 5
	Walgett Walgett North	12	6,157 0 0	8	4	1,905 0 0	22 4 2
	Warialda	25	14,524 0 0	1	16	11,245 0 0	84 4 4
Orange	Bathurst	57	36,961 1 0	3	53	33,051 0 0	196 5 3
	Carcoar	58	33,034 0 0	4	71	56,032 1 0	327 18 11
	Cowra	8	3,705 0 0	4	5	3,400 0 0	25 1 2
	Lithgow	24	9,139 0 0	.....	16	5,951 0 0	42 2 10
	Molong	39	12,481 0 0	14	27	7,518 0 0	84 7 11
	Mudgee	75	29,102 0 0	4	55	22,298 0 0	124 15 8
	Orange	18	4,848 0 0	3	21	5,060 2 0	69 7 2
	Rylstone	42	17,751 0 0	4	46	20,242 2 0	126 8 4
	Wellington	30	15,198 0 0	.....	.....	.....	.....
Sydney	Nowra	6	218 0 0	3	10	4,520 0 0	38 12 2
	Picton	13	8,147 0 0	1	23	10,258 0 0	41 6 0
	Windsor	.....	.....	.....	4	3,200 0 0	13 6 0
Tamworth	Coonabarabran	40	31,037 0 0	8	36	31,735 0 0	166 3 9
	Gunnedah	26	28,770 0 0	15	19	14,082 2 0	164 11 3
	Murrurundi	14	8,620 0 0	10	4	3,700 0 0	46 2 6
	Narrabri	71	63,881 0 0	16	107	73,077 3 0	574 3 0
	Tamworth	52	38,482 0 0	11	69	64,462 2 0	386 10 7
Wagga Wagga	Albury	10	4,331 0 0	1	3	1,890 0 0	15 10 8
	Cootamundra	5	1,125 0 0	1	12	9,463 3 0	96 7 8
	Corowa	5	1,485 1 0	.....	4	809 1 0	18 8 11
	Gundagai	16	6,591 1 0	4	14	5,418 0 0	112 14 7
	Narrandera	11	4,414 0 0	2	10	6,552 2 0	315 10 2
	Tumut	12	3,699 2 0	4	8	6,143 1 0	55 9 7
	Tumberumba	27	24,250 0 0	2	23	20,142 0 0	112 13 8
	Tumberumba North	3	5,760 0 0	0	2	2,950 0 0	24 14 7
	Urana	1	640 0 0	1	1	1,280 0 0	18 13 4
	Wagga Wagga	10	2,535 2 0	4	8	4,375 2 0	55 4 11
		1,779	1,018,615 0 0	296	1,774	1,092,419 3 0	8,639 18 6

SCHEDULE LVI.

RETURN showing Areas offered by Auction as Annual Leases under 85th Section of the Crown Lands Act of 1884, and Area and Rent of such Leases granted.

Land Board District and Land District.	No. of Lots offered.	Area offered.	Area of Leases granted.	Rent.	Land Board District and Land District.	No. of Lots offered.	Area offered.	Area of Leases granted.	Rent.
		acres.	acres.	£ s. d.			acres.	acres.	£ s. d.
Armidale—					Dubbo—*contd.*				
Armidale	21	7,607	1,570	21 10 0	Nyngan	20	35,088	.....	.....
Glen Innes	10	3,750	.....	.....	Warren	1	40	.....	.....
Inverell	7	6,050	6,050	36 2 11	Goulburn—				
Tenterfield	4	4,205	.....	.....	Goulburn	...	.....	177	9 5 0
Walcha	3	297¾	.....	.....	HAY—				
Bourke—					Deniliquin	2	257	340	31 0 0
Bourke	6	5,871	1,600	6 13 4	Orange—				
Wilcannia	1	1,200	.....	.....	Bathurst	1	138	305	12 4 8
Cooma—					Sydney—				
Bombala	1	435	435	27 10 0	Windsor	82	51,360	.....	.....
Cooma	1	565	565	14 2 6	Wagga Wagga—				
Moruya	1	680	.....	.....	Tumbarumba	2	3,100	.....	.....
Dubbo—									
Coonamble	1	670	.....	.....	Totals	164	121,313¾	11,042	158 8 5

SCHEDULE LVII.

RETURN showing Number, Area, and Rental of Annual Leases notified as lapsed and cancelled during 1894.

Lapsed.			Cancelled.		
No.	Area.	Rent.	No.	Area.	Rent.
	a. r. p.	£ s. d.		a. r. p.	£ s. d.
1,159	766,103 1 16	5,679 0 0	13	4,736 3 0	60 15 0

SCHEDULE LVIII.

RETURN showing Number, Area, and Rental of Annual Leases current on 31st December, 1894.

Land Board District and Land District.	Number.	Area.	Rent.	Land Board District and Land District.	Number.	Area.	Rent.
EASTERN DIVISION.				EASTERN DIVISION—*continued.*			
		a. r. p.	£ s. d.	Maitland—*continued.*		a. r. p.	£ s. d.
Armidale—				Newcastle	2	408 0 0	3 17 7
Armidale	175	102,530 0 30	993 11 5	Paterson	31	17,019 2 0	105 0 0
Glen Innes	74	57,553 3 0	415 12 9	Raymond Terrace	3	460 0 0	4 12 6
Inverell	144	159,888 0 0	920 15 9	Scone	226	160,389 3 0	924 10 7
Tenterfield	153	144,234 1 0	848 19 6	Singleton	29	15,821 3 0	132 15 6
Walcha	64	53,058 0 0	293 19 9	Stroud	52	44,350 0 0	220 15 6
Cooma—				Taree	49	31,274 0 0	198 13 1
Bega	17	4,517 0 6	96 8 2	Wollombi	15	11,732 0 0	64 15 0
Bombala	89	46,451 3 0	394 18 2	Orange—			
Braidwood	132	83,002 3 0	426 15 8	Bathurst	745	471,363 1 33	2,158 2 6
Cooma	254	158,044 1 32	1,135 12 2	Cardonar	586	397,186 1 3	2,405 19 9
Eden	4	793 0 0	10 0 0	Cowra	92	42,712 3 10	587 8 3
Milton	12	5,407 0 0	41 19 4	Lithgow	265	152,291 0 0	793 6 6
Moruya	38	18,486 3 0	145 5 0	Molong	153	80,716 0 10	686 14 11
Queanbeyan	68	46,681 2 12	297 5 3	Mudgee	523	238,006 1 16	1,737 8 11
Goulburn—				Orange	212	106,966 0 33	716 1 9
Boorowa	127	64,119 3 0	498 7 10	Rylstone	358	180,527 1 0	1,164 3 7
Goulburn	244	130,996 0 0	881 18 2	Wellington	457	302,737 2 0	2,190 17 10
Gunning	135	66,862 2 38	428 19 10	Sydney—			
Moss Vale	30	22,812 0 0	110 2 4	Nowra	53	27,408 0 0	186 9 2
Yass	47	20,387 2 0	148 19 8	Penrith	13	6,920 0 0	38 0 0
Young	33	13,686 1 0	116 0 1	Picton	82	48,795 3 0	250 4 9
Grafton—				Windsor	9	6,290 0 0	29 12 3
Bellingen	24	14,930 0 0	81 18 9	Tamworth—			
Casino	257	169,230 1 0	1,632 15 11	Murrurundi	50	31,837 2 0	252 19 0
Grafton	328	203,640 0 6	975 11 3	Tamworth	158	160,707 3 27	1,017 6 4
Kempsey	23	16,811 1 0	73 5 0	Wagga Wagga—			
Lismore	6	354 1 35	36 7 6	Albury	24	7,428 1 0	121 10 9
Port Macquarie	38	31,593 0 0	123 19 10	Cootamundra	67	39,802 0 0	544 12 11
Maitland—				Gundagai	45	18,522 3 27	488 12 4
Cessilis	422	253,192 2 0	1,441 13 0	Tumberumba	27	20,707 0 0	130 10 9
Dungog	6	1,980 2 0	15 1 5	Tumut	35	19,364 2 0	148 18 5
Gosford	3	120 0 0	3 0 0				
Maitland	4	580 0 3½	24 13 0	Totals	7,387	4,625,653 0 1½	30,745 13 4
Muswellbrook	75	37,692 2 0	239 17 1				

SCHEDULE LVIII—*continued.*

Land Board District and Land District.	Number.	Area.			Rent.		
		a.	r.	p.	£	s.	d.
CENTRAL DIVISION.							
Dubbo—							
Coonumble	33	30,325	0	0	281	0	1
Dubbo	164	169,485	2	0	1,310	14	10
Nyngan	15	12,880	0	0	213	2	6
Warren	24	14,706	2	0	229	12	10
Forbes—							
Barmedman	9	9,258	2	0	34	14	8
Condobolin	13	9,420	0	0	195	4	6
Forbes	17	9,609	1	21	74	16	3
Grenfell	40	23,227	2	3	247	8	9
Parkes	14	10,579	2	0	67	6	3
Hay—							
Deniliquin	43	22,967	1	0	949	6	6
Hay	21	12,542	1	0	125	16	6
Hillston	43	35,513	3	0	258	11	2
Moree—							
Bingara	25	20,961	2	20	109	13	5
Moree	34	29,543	3	0	339	12	0
Walgett	11	8,345	0	0	117	19	7
Warialda	46	37,219	0	0	344	15	1
Tamworth—							
Coonabarabran	90	84,118	0	0	402	6	0
Gunnedah	46	30,261	1	0	311	15	2
Narrabri	140	136,860	3	32	749	17	7
CENTRAL DIVISION—*continued.*							
Wagga Wagga—							
Carowa	7	1,387	1	27	40	19	3
Narrandera	40	12,295	3	0	524	11	9
Tumberumba North	6	6,480	0	0	58	16	8
Urana	9	7,718	2	10	124	0	10
Wagga Wagga	10	4,843	2	0	60	3	11
Totals	900	740,549	3	25	7,172	6	1
WESTERN DIVISION.							
Bourke—							
Bourke	12	11,047	0	0	47	1	10
Brewarrina	8	6,479	0	0	96	11	4
Cobar	11	21,120	0	0	66	0	0
Wilcannia	4	4,333	0	0	47	9	2
Hay—							
Hay North	10	5,150	0	0	81	8	0
Wentworth	2	2,307	0	0	8	0	0
Moree—							
Walgett North	9	11,745	0	0	94	14	2
Totals	56	62,181	0	0	441	4	6
Eastern Division	7,387	4,625,653	0	1½	30,745	13	4
Central Division	900	740,549	3	25	7,172	6	1
Western Division	56	62,181	0	0	441	4	6
Grand Totals	8,343	5,428,383	3	26½	38,359	3	11

SCHEDULE LIX.

RETURN for 1894, Artesian Wells, Section 45, Crown Lands Act of 1889.

Number of Applications tendered for permission to bore and search for water.		Area.	Land Board District.	Area temporarily exempted from sale and lease.		Number and name of pastoral holding.		Number of leases issued.	Number withdrawn or refused.
No.	Reserve.			Area set apart.	Date of *Gazette.*				
1	No. 20,648	acres. 10,240	Bourke	acres. 10,240	7 April, 1894	156	Yancannia	Nil.	Nil.

SCHEDULE LX.

RETURN showing Number, Area, and Rental of Permissive Occupancies current on 31st December, 1894.

Land Board District.	No.	Area.			Annual Rental.			Land Board District.	No.	Area.			Annual Rental.		
		a.	r.	p.	£	s.	d.			a.	r.	p.	£	s.	d.
Armidale	8	12	3	0	11	10	0	Moree	2	2	3	0	20	0	0
Bourke	4	202	0	0	12	0	0	Orange	3	5	1	0	2	0	0
Cooma	17	32	1	5	14	5	0	Sydney	149	1,257	2	2½	427	12	0
Dubbo	4	1	2	0	5	12	0	Tamworth	9	65	0	0	16	0	0
Grafton	78	27	0	7	69	0	0	Wagga Wagga	13	20	0	0	41	0	0
Goulburn	5	3	3	13	3	16	0								
Hay	12	22	0	11	14	15	0	Totals	413	1,706	3	28½	£739	19	0
Maitland	109	54	3	30	102	9	0								

NOTE.—In the majority of these cases the area is merely a few square yards, and is not included.

SCHEDULE LXI.

NEWCASTLE PASTURAGE RESERVE.

RETURN showing, up to 31st December, 1894, the state of Applications to Purchase under the Newcastle Pasturage Reserve Act.

Total number of Applications received.	Number of Applications in which sale has been gazetted or disallowed.		Total area of Applications gazetted for sale.			Total amount of purchase money.	Applications declared forfeited for non-receipt of instalment money.		Applications to purchase in which purchase money has been paid in full.		Applications now current.		Number of applications now current under Original and Amendment Acts.	
	Sale gazetted	Disallowed.	a.	r.	p.	£	No.	Purchase money.	No.	Purchase money.	No.	Purchase money.	Original Act.	Amendment Act.
1,169	964	213	226	1	17¼	£ 61,314	64	£ s. 3,891 17	215	£ s. 14,567 8	685	£ 42,855	138	547

SCHEDULE LXII.

RETURN of Lands resumed during 1894, under the 105th section of the Crown Lands Act of 1884, and the 41st section of the Crown Lands Act of 1889.

Originally dedicated or reserved for.	Place.	Area.			How disposed of.
		a.	r.	p.	
Public Recreation	Pilliga	80	0	0	Rededicated, exclusive of reserve for access to water, area 6 acres.
"	Mudgee	17	2	0	Rededicated, exclusive of 3a. 2r. 5p. set apart for water supply.
"	Taree	241	2	0	79½a. rededicated for racecourse, the remainder to be sold or otherwise appropriated.
"	Newcastle	40	0	0	Rededicated, exclusive of 1a. 2r. 23p. set apart for defence purposes.
"	Wellington (Bell River)	160	0	0	Rededicated, exclusive of 129¾a. set apart for preservation of caves.
"	" "	94	0	0	
"	Wagga Wagga, South	3	0	39	Included in new dedication.
Racecourse and Recreation	East Maitland	190	0	0	Rededicated for racecourse only.
" "	Cowra	200	0	0	Set apart as a special area.
" "	Moree	84	0	15	To be sold or otherwise appropriated under the Crown Lands Acts.
Public Gardens	Randwick	3	1	32	
Cricket Ground	Bathurst	10	0	14	Rededicated for the same purpose.
Show Ground	Wagga Wagga	10	0	0	To be sold or otherwise appropriated under the Crown Lands Acts.
"	Wilcannia	20	0	0	
Public School Site	Wongajong	2	0	0	Reserved for travelling stock.
"	Broula	2	0	0	Reserved for water supply.
"	Sebastopol	2	0	0	To be sold by auction.
"	Brungle	2	0	0	To be sold or otherwise appropriated under the Crown Lands Acts.
"	Ten-mile Ridges	2	0	0	
"	Mount McDonald	0	1	30	
"	Chatham Valley	2	0	0	
"	Araluen, Lower	2	0	0	
"	Araluen	2	0	0	
"	Munyabla	2	0	0	Rededicated in an amended form.
"	Bum Bum	2	0	0	Part rededicated, the remainder to be sold by auction.
"	Windellama, East	2	0	0	Rededicated in an amended form.
"	Carrabobbin	2	0	0	Included in leasehold area.
"	Huskisson	2	0	0	Rededicated in an amended form.
"	Landale	2	0	0	To be sold by auction.
"	Peat's Ferry Road	2	0	0	To be sold or otherwise appropriated under the Crown Lands Acts.
"	Burgambigil	2	0	0	Rededicated, exclusive of 2 roods set apart for Mechanics Institute site.
"	Coppabella	2	0	36	Part to be set apart for roadway; the remainder to be sold or otherwise appropriated under the Crown Lands Acts.
"	Numby	1	3	3	To be sold or otherwise appropriated under the Crown Lands Acts.
" (addition)	Numby	1	0	9	
National School site	Copmanhurst	2	0	6	
General Cemetery	Dalton	8	0	8	
"	Elsmore	7	2	0	
"	Mudgee	7	2	0	
"	Wallis Lake	4	0	0	
"	Ellesborough	7	2	0	Made available for settlement.
"	Coolabah	10	0	0	Part rededicated, the remainder reserved for plantation and cemetery extension.
"	Manildra	8	1	8	Reserved for police purposes, &c.
"	Currathool	13	0	32	Reserved for travelling stock and camping.
"	Kingsgate (Red Range).	12	1	28	Reserved for village purposes.
"	Uralla	8	1	8	Rededicated for the same purpose.
Permanent Common	Rylstone	130	0	0	Rededicated, exclusive of 5 acres 2 roods 5 perches set apart for show ground.
"	Bega	506	2	0	Rededicated, exclusive of cemetery, hospital site, and roads.
" (addition)	Tamworth	1,450	0	0	Rededicated, exclusive of cemetery, road, and plantation reserve.
Police Paddock	Dungog	25	0	0	Parts reserved for police purposes and public buildings, the remainder to be sold or otherwise appropriated.
"	Goulburn	25	0	0	Reservation for police and gaol purposes exclusive of roads and streets.
" (addition)	Goulburn	20	0	0	
Council Chamber site	Randwick	0	3	36¼	To be sold or otherwise appropriated under the Crown Lands Acts.
Town Hall site	Lambton	0	1	30¼	Rededicated exclusive of 35¼ perches set apart for Mechanics' Institute site.
Hospital site	Coonamble	2	0	0	Included in new dedication.
Pound site	Glen Innes	0	2	37	To be sold by auction.
Post and Telegraph Office site	Wollombi	0	1	24	Reserved for Courthouse site.
Defence Purposes	La Perouse	22	0	0	Rededicated, exclusive of 5 acres 1 rood 4 perches set apart for electric telegraph offices.
Access to Water, Camping, &c.	Adelong Creek	141	3	25	Reserved for travelling stock and camping.
Church of England School site	Cowra	0	2	0	To be sold by auction.
	Total	3,545	2	14¾	

SUMMARY.

Year.	Number of Resumptions.	Area Resumed.		
		a.	r.	p.
1893	49	6,947	3	9½
1894	59	3,545	2	14¾

SCHEDULE LXIII.

Return of Reserves from Sale, notified during 1894.

Land Board and Land Districts.	Access.		C.P. Goldfield.		Mining.		Pending Legislation.		Pending Subdivision.		Preservation and growth of Timber.		Public Buildings.		Recreation.		Railway.		Schools.		Temporary Common.		Travelling Stock and Camping.		Village and Suburban Settlement.		Water Supply.		Other Public Purposes.		Totals.	
	No.	Area.	No.	Area.	No.	Area.	No.	Area.	No.	Area.	No.	Area.	No.	Area.	No.	Area.	No.	Area.	No.	Area.	No.	Area.	No.	Area.	No.	Area.	No.	Area.	No.	Area.	No.	Area.
		acres.		acres.		acres.		acres.		acres.		acres.		acres.		acres.		acres.		acres.		acres.		acres.		acres.		acres.		acres.		acres.
Armidale—																																
Armidale	2	122	1	96	...	...	...	...	...	...	...	...	...	...	1	100	...	...	...	...	1	800	2	100	...	...	1	46	7	827	15	2,181
Glen Innes	...	...	...	...	1	2,770	...	...	5	797	...	...	...	...	...	...	...	...	...	...	...	...	1	15	...	...	1	220	3	134	11	3,936
Inverell	4	104	...	...	...	...	2	1,342	1	220	...	...	1	4	2	13	...	...	2	10	...	...	3	557	...	...	2	91	8	498	25	2,839
Tenterfield	...	...	...	...	...	...	...	...	...	...	1	15,500	1	5	...	...	...	...	1	8	1	250	6	1,138	...	...	1	45	2	110	13	17,054
Walcha	...	...	4	6,690	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1	341	5	7,031
Bourke—																																
Bourke	...	...	...	...	...	...	18	7,743	...	...	...	...	1	4	...	...	...	...	...	...	...	...	19	16,651	...	...	...	...	5	311	43	24,700
Brewarrina	1	750	...	...	...	...	30	20,487	...	...	...	...	...	...	...	...	...	...	...	...	...	...	3	4,160	...	...	...	...	3	33	37	25,430
Cobar	...	...	...	...	...	...	...	...	...	...	...	...	2	12	...	...	...	...	...	...	2	1,392	3	23,700	...	...	...	...	1	25	8	25,129
Wilcannia	...	...	...	...	...	...	3	180	...	...	...	...	...	...	...	...	...	...	...	...	1	20,400	19	26,273	...	...	1	10	...	...	24	46,863
Willyama	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	4	2,190	4	2,920	...	...	...	...	...	...	8	5,110
Cooma—																																
Bega	1	27	1	255	...	...	...	...	...	...	1	287	...	...	1	350	...	...	...	...	1	1,200	3	592	...	...	...	...	4	151	12	2,852
Bombala	1	4	...	...	...	...	...	...	...	...	1	585	...	...	...	...	...	...	1	7	...	...	3	269	...	...	...	...	10	781	16	1,646
Braidwood	...	...	5	7,126	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1	115	...	...	...	...	...	...	11	248	17	7,489
Cooma	1	1	...	...	...	...	...	...	...	...	2	1,940	2	6	1	3	...	...	...	...	1	35	6	462	...	...	2	240	7	272	22	2,959
Eden	...	...	...	...	...	...	...	...	...	...	1	585	...	...	...	...	...	...	...	...	1	200	1	150	...	...	1	60	14	366	18	1,351
Milton	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1	50	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1	50
Moruya	1	3	...	...	...	...	...	...	...	...	1	520	1	4	4	600	...	...	...	...	...	...	...	...	...	...	...	...	3	21	10	1,148
Queanbeyan	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	2	90	11	957	13	1,047
Dubbo—																																
Coonamble	1	14	...	...	...	...	73	18,368	...	...	...	...	4	17	1	12	...	...	1	2	1	700	9	8,090	1	260	15	8,075	9	4,314	115	39,852
Dubbo	7	13	...	...	...	...	43	10,491	...	...	1	4,500	5	16	1	5	5	1,711	...	...	1	1,570	7	7,980	1	366	30	9,244	5	191	106	36,087
Nyngan	...	...	...	...	...	...	9	2,360	3	255	...	...	...	...	...	...	...	...	1	3	...	...	4	3,060	2	2,850	4	3,015	2	67	25	11,610
Warren	...	...	...	...	...	...	13	4,292	...	...	...	...	...	...	...	...	...	...	...	...	...	...	2	140	...	...	13	5,585	1	640	29	10,657
Forbes—																																
Burmedman	1	120	3	48,560	...	...	3	635	...	...	4	9,150	13	55	1	21	...	...	1	10	1	3,480	1	2,500	...	...	6	1,687	5	102	39	66,320
Condobolin	...	...	2	5,790	...	...	12	5,861	...	...	3	2,240	2	6	1	12	...	...	...	...	...	...	5	7,595	1	640	4	39	2	104	32	22,287
Forbes	...	...	...	...	...	...	13	3,330	...	...	2	1,880	...	...	...	...	3	1,483	...	...	...	...	5	4,141	14	7,168	2	240	2	966	41	19,213
Grenfell	...	...	...	...	...	...	11	6,350	...	...	...	...	...	...	1	12	3	1,605	...	...	...	...	1	1,200	8	5,339	2	360	...	...	26	14,865
Parkes	...	...	1	2,270	...	...	11	3,530	4	16,075	2	3,380	...	...	1	9	...	...	1	11	...	...	14	23,189	1	38	2	650	...	...	37	59,152
Goulburn—																																
Boorowa	...	...	...	...	...	...	...	...	...	...	1	1,340	...	...	...	...	...	...	...	...	...	...	3	439	...	...	1	101	2	22	7	1,952
Goulburn	...	...	1	17,280	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1	8	...	...	2	500	...	...	1	13	11	191	16	17,992
Gunning	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1	170	1	10	2	180
Moss Vale	4	2	...	...	...	...	...	...	1	772	...	...	...	...	2	20	...	...	...	...	...	...	2	280	...	...	2	49	1	10	12	1,133
Nowra	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1	1	...	...	...	...	...	...	...	...	...	...	1	45	5	228	7	274
Yass	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1	70	...	...	2	143	4	57	7	270
Young	...	...	...	...	2	57	...	...	...	...	...	...	...	...	2	33	...	...	...	...	1	546	2	290	...	...	2	135	2	369	11	1,430
Grafton—																																
Bellingen	4	597	...	...	...	...	...	...	...	...	1	3,380	5	14	2	32	1	10,000	...	...	1	320	1	80	...	...	1	135	5	1,108	21	15,666
Casino	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1	459	...	...	...	...	...	...	...	...	1	20	...	...	2	479
Grafton	1	300	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	2	138	4	226	7	664
Kempsey	1	1	...	...	...	...	...	...	...	...	...	...	1	2	2	27	...	...	1	5	...	...	...	...	...	...	...	...	3	202	8	237
Lismore	3	53	...	...	...	...	...	...	...	...	...	...	1	8	1	9	...	...	...	...	...	...	...	...	...	...	...	...	3	17	8	87
Macwillumbah	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1	2	...	...	...	...	...	...	...	...	...	...	...	...	1	2
Port Macquarie	...	...	...	...	...	...	...	...	...	...	...	...	4	2	...	...	1	125	...	...	...	...	...	...	...	...	4	306	7	82	16	515
Hay—																																
Balranald	...	...	...	...	...	...	9	3,428	...	...	...	...	...	...	...	...	...	...	...	...	...	...	3	11,593	...	...	...	...	1	247	13	15,268
Deniliquin	...	...	...	...	...	...	12	5,014	1	390	1	318	...	...	...	...	...	...	...	...	...	...	7	1,883	...	...	1	640	18	5,938	40	14,173
Hay	1	620	...	...	...	...	21	16,116	...	...	...	...	...	...	...	...	...	...	...	...	...	...	8	4,409	...	...	...	...	6	4,398	36	25,533
Hillston	1	16	...	...	...	...	13	13,430	...	...	1	600	...	...	...	...	...	...	...	...	...	...	1	95	...	...	1	780	2	164	19	15,085
Wentworth	...	...	...	...	...	...	22	14,797	...	...	...	...	...	...	...	...	...	...	...	...	...	...	2	11,861	...	...	...	...	...	...	24	26,658

SCHEDULE LXIII—*continued.*

Land Board and Land Districts.	Access.		C.P. Goldfield.		Mining.		Pending Legislation.		Pending Subdivision.		Preservation and growth of Timber.		Public Buildings.		Recreation.		Railway.		Schools.		Temporary Common.		Travelling Stock and Camping.		Village and Suburban Settlement.		Water Supply.		Other Public Purposes.		Totals.	
	No.	Area.	No.	Area.	No.	Area.	No.	Area.	No.	Area.	No.	Area.	No.	Area.	No.	Area.	No.	Area.	No.	Area.	No.	Area.	No.	Area.	No.	Area.	No.	Area.	No.	Area.	No.	Area.
		acres.		acres.		acres.		acres.		acres.		acres.		acres.		acres.		acres.		acres.		acres.		acres.		acres.		acres.		acres.		acres.
Maitland—																																
Cessnis	...	...	...	...	...	...	1	583	...	...	1	1,700	...	...	...	...	5	4,615	1	4	...	...	4	1,146	...	...	...	...	3	1,228	15	9,326
Dungog	...	...	...	...	...	...	...	...	...	...	...	...	2	4	...	...	...	...	...	...	...	...	...	...	...	...	...	...	3	47	5	51
Gosford	...	...	...	...	...	...	...	...	...	...	...	...	1	20	...	...	...	...	...	...	...	...	...	...	...	...	...	...	12	131	13	151
Maitland	...	...	...	...	1	63	...	...	1	220	...	...	...	...	...	...	...	...	...	...	...	...	1	3	...	...	...	...	3	31	6	317
Muswellbrook	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	4	105	4	105
Newcastle	2	70	...	...	4	3,864	...	...	2	3,970	...	...	3	8	2	60	...	...	...	...	1	547	...	...	...	...	6	837	11	140	31	9,496
Paterson	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1	10	1	10
Scone	1	53	...	...	...	...	...	...	...	...	1	660	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1	2	3	60	6	795
Singleton	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1	200	...	...	...	...	4	84	5	284
Stroud	2	200	...	...	...	...	...	...	...	...	1	6,500	...	...	...	...	...	...	...	...	...	...	2	604	...	...	...	...	6	113	11	7,417
Taree	...	...	1	3,150	...	...	...	...	...	...	2	10,300	...	...	1	8	...	...	...	...	...	...	1	95	...	...	...	...	11	278	16	13,829
Wollombi	...	...	...	...	...	...	...	...	...	...	...	...	1	1	...	...	...	...	1	1	...	...	...	...	...	...	...	...	14	247	16	249
Moree—																																
Bingara	...	...	1	2,080	...	...	6	3,912	1	1,570	...	...	...	...	...	...	...	...	...	...	...	...	7	2,613	...	...	...	...	1	24	16	10,229
Moree	...	...	...	...	...	...	60	38,008	5	8,812	...	...	2	10	...	...	...	...	...	...	...	...	13	16,102	1	3,840	...	...	8	1,145	89	62,917
Walgett	1	200	...	...	...	...	12	9,563	...	...	...	...	...	...	...	...	...	...	...	...	...	...	8	4,916	...	...	...	...	...	...	21	14,679
Warialda	...	...	...	...	...	...	10	5,760	10	10,751	...	...	...	...	2	20	...	...	...	...	1	5	5	5,020	...	...	...	...	11	8,524	39	30,080
Orange—																																
Bathurst	...	...	2	4,160	...	...	...	...	2	205	...	...	4	4	2	563	1	1,400	...	...	3	3,580	1	50	...	...	...	...	5	70	20	10,032
Carcoar	...	...	6	117,230	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1	2	1	4,270	2	13	...	...	...	...	7	135	17	121,650
Cowra	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1	8	...	...	1	100	...	...	3	234	2	85	7	427
Lithgow	...	...	1	620	...	...	...	...	...	...	2	620	3	1	3	1,400	...	...	...	...	...	...	2	555	...	...	5	1,024	6	216	22	4,436
Molong	...	...	...	...	...	...	...	...	...	...	1	1,280	2	4	2	20	...	...	1	2	2	2,283	4	123	...	...	2	43	4	68	18	3,823
Mudgee	...	...	...	...	...	...	...	...	2	186	...	...	...	...	1	2	...	...	...	...	...	...	8	1,922	...	...	1	2	...	...	12	2,112
Orange	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1	500	...	...	...	...	2	241	3	20	6	761
Rylstone	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1	50	9	1,412	...	...	...	...	...	...	10	1,462
Wellington	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1	26	...	...	2	9	...	...	6	2,214	...	...	1	350	...	...	10	2,599
Sydney—																																
Campbelltown	...	...	...	...	...	...	...	...	...	...	...	...	5	4	1	3	...	...	1	14	...	...	...	...	...	...	...	...	5	40	12	61
Liverpool	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	4	48	4	48
Metropolitan	2	1	...	...	...	...	...	...	1	40	...	...	6	8	1	6	...	...	...	...	...	...	...	...	...	...	...	...	14	86	24	141
Parramatta	...	...	...	...	...	...	...	...	...	...	...	...	1	11	...	...	...	...	2	5	...	...	...	...	...	...	...	...	24	185	27	201
Penrith	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1	1	...	...	...	...	...	...	...	...	3	21	4	22
Picton	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	2	1,705	...	...	2	27	6	109	10	1,841
Windsor	...	...	...	...	...	...	...	...	2	10	...	...	...	...	...	...	...	...	4	10	3	555	...	...	...	...	4	350	29	2,732	42	3,657
Tamworth—																																
Coonabarrabran	2	814	...	...	...	...	14	5,237	2	4,820	...	...	...	...	...	...	...	...	...	...	...	...	1	5,200	...	...	2	670	3	2	24	16,743
Gunnedah	16	1,779	...	...	7	23,365	10	2,208	5	3,250	2	10,480	2	2	1	8	...	...	...	...	...	...	2	610	1	440	...	...	2	42	48	42,184
Murrurundi	1	3	...	...	...	...	...	...	...	...	...	...	...	...	1	2	...	...	...	...	1	400	1	680	...	...	...	...	3	130	7	1,215
Narrabri	5	1,741	...	...	...	...	42	26,003	5	3,848	2	3,496	...	...	...	...	...	...	...	...	1	320	...	...	...	...	1	400	1	7	57	35,883
Tamworth	5	545	...	...	...	...	...	...	1	75	1	16	...	...	...	...	...	...	...	...	3	995	1	300	...	...	4	850	9	1,241	24	4,022
Wagga Wagga—																																
Albury	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	10	263	10	263
Cootamundra	1	2	...	...	...	...	...	...	16	2,846	2	2,880	...	...	1	6	...	...	...	...	...	...	1	126	...	...	1	9	...	...	22	5,869
Corowa	...	...	...	...	...	...	13	3,207	8	942	1	2,392	...	...	2	61	...	...	1	8	1	160	2	1,280	...	...	...	...	7	68	35	8,208
Gundagai	1	9	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1	141	...	...	...	...	1	5	3	155
Narrandera	...	...	...	...	...	...	15	3,889	1	1,600	2	5,060	...	...	...	...	...	...	...	...	...	...	3	5,410	...	...	1	515	...	...	22	16,474
Tumbarumba	...	...	...	...	...	...	16	8,236	...	...	1	6,150	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	2	7	19	14,393
Tumut	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	4	173	...	...	1	50	3	111	8	334
Urana	...	...	...	...	...	...	17	2,255	7	3,595	...	...	...	...	...	...	1	340	1	2	1	160	1	113	...	...	1	19	5	1,073	34	7,557
Wagga Wagga	...	...	...	...	...	...	36	7,608	17	4,177	...	...	...	...	...	...	...	...	...	...	...	...	1	296	...	...	...	...	2	11	56	12,032
	74	8,164	20	215,307	15	30,119	570	254,343	103	64,414	42	97,739	75	232	47	3,404	22	21,705	27	130	38	47,183	248	228,572	30	20,940	147	38,975	416	13,668	1,913	1,075,075

SCHEDULE LXIV.

Return of Reserves from Sale revoked during 1894.

Land Board and Land District.	Access.		C.P. Goldfield.		Mining.		Pending Legislation.		Pending Subdivision.		Preservation and growth of Timber.		Public Buildings.		Recreation.		Railway.		School.		Temporary Common.		Travelling Stock and Camping.		Village and Suburban Settlement.		Water Supply.		Other Public Purposes.		Totals.	
	No.	Area.	No.	Area.	No.	Area.	No.	Area.	No.	Area.	No.	Area.	No.	Area.	No.	Area.	No.	Area.	No.	Area.	No.	Area.	No.	Area.	No.	Area.	No.	Area.	No.	Area.	No.	Area.
		acres.		acres.		acres.		acres.		acres.		acres.		acres.		acres.		acres.		acres.		acres.		acres.		acres.		acres.		acres.		acres.
Armidale—																																
Armidale	...	...	2	1,273	...	...	...	...	...	...	2	2,307	...	...	...	...	3	822	1	2	3	13	5	887	...	...	3	844	7	717	27	6,663
Glen Innes	...	...	1	17,250	1	930	...	...	...	...	...	...	...	...	...	...	1	63	1	10	...	...	1	7	...	...	4	1,265	2	163	11	19,693
Inverell	...	...	...	...	...	...	1	762	...	...	1	65	...	...	...	...	1	145	...	...	2	14	6	3,332	1	531	10	6,362	6	396	34	11,610
Tenterfield	1	1,000	2	461	...	...	...	...	...	...	1	13,600	1	6	1	16	1	184	2	14	2	43	7	3,962	1	380	5	1,010	...	...	24	20,676
Walcha	...	...	...	...	...	...	...	...	...	...	4	11,730	3	3	2	3	...	...	...	...	...	...	...	...	...	...	2	1,047	3	353	14	13,186
Bourke—																																
Bourke	1	80	...	...	...	...	...	...	1	2,050	...	...	...	...	...	...	1	4	...	...	...	...	23	16,703	1	1,920	4	7,910	3	133	34	29,705
Brewarrina	1	2,100	...	...	...	...	...	...	...	...	...	...	...	...	1	7	...	...	...	...	3	349	7	2,182	...	...	4	5,260	3	2,918	19	12,816
Cobar	...	...	...	...	...	...	...	...	...	...	...	...	...	...	2	270	5	31,473	...	...	1	269	4	17,106	1	1,400	...	...	1	7	14	50,525
Cobar	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1	20,400	1	600	...	...	4	4,744	...	...	6	25,744
Wilcannia	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	2	67	1	5	14	12,948
Willyama	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	4	2,704	6	8,722	1	850	2	67	1	5	14	12,948
Cooma—																																
Bega	...	...	...	...	...	...	...	...	...	...	1	50	...	...	1	6	2	8,200	...	...	4	3,789	...	...	1	800	13	3,115	1	350	23	16,310
Bombala	...	...	...	...	...	...	...	...	...	...	4	2,096	...	...	...	...	5	267	...	...	1	200	4	805	...	...	23	4,063	6	1,133	43	8,614
Braidwood	...	...	...	...	...	...	...	...	2	745	...	...	...	...	...	...	3	1,548	...	...	1	3	5	1,918	...	...	...	...	3	510	14	4,724
Cooma	3	667	...	...	1	330	...	...	...	...	12	9,875	...	...	...	...	3	1,948	...	...	3	4,103	10	2,530	1	30	43	9,601	18	4,528	94	33,567
Eden	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1	352	...	...	4	812	...	...	5	1,164
Moruya	...	...	...	...	...	...	...	...	2	1,310	4	108	...	...	4	2,964	...	...	1	2	...	...	1	51	1	220	3	75	6	626	22	5,356
Queanbeyan	1	160	...	...	...	...	...	...	1	4,000	...	...	...	...	...	...	...	...	...	...	...	...	2	650	2	820	6	2,630	3	1,059	15	9,849
Dubbo—																																
Coonamble	...	...	...	...	...	...	1	330	1	830	3	13,740	...	...	...	...	1	29	...	...	2	31	25	21,701	1	600	34	48,077	13	12,771	81	98,079
Dubbo	...	...	...	...	...	...	...	...	1	130	2	28,695	...	...	2	315	2	1,720	1	10	2	2,210	23	48,173	1	2	66	62,377	8	4,632	108	148,514
Nyngan	...	...	...	...	...	...	...	...	...	...	1	3,600	...	...	...	...	2	1,637	1	5	...	...	8	7,412	...	...	9	17,272	7	9,280	28	39,206
Warren	2	3,423	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	2	2,560	...	...	29	32,880	8	13,123	41	51,986
Forbes—																																
Barmedman	6	3,142	1	6	...	...	...	...	1	1,122	6	4,711	1	2	...	...	2	413	...	...	1	5	2	2,505	...	...	16	15,810	3	710	39	28,426
Condobolin	3	1,275	...	...	...	...	...	...	...	...	...	...	...	...	2	180	...	...	...	...	...	...	6	20,015	...	...	6	6,738	1	58	18	28,321
Forbes	2	96	...	...	...	...	2	323	...	...	...	...	...	...	...	...	3	3,305	1	30	3	49	7	4,499	...	...	7	2,802	5	1,978	30	13,056
Grenfell	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	2	3,099	...	...	...	...	5	881	...	...	8	4,590	2	123	17	8,693
Parkes	...	...	1	3,200	...	...	2	1,662	...	...	1	2,521	1	5	...	...	8	16,705	1	10	3	307	26	49,894	...	...	11	6,662	2	57	56	81,003
Goulburn—																																
Boorowa	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	4	2,760	6	2,171	1	81	11	5,012
Goulburn	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	3	118	3	118
Gunning	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1	483	...	...	1	144	2	645	4	1,272
Moss Vale	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	3	27	3	27
Nowra	...	...	...	...	...	...	...	...	...	...	1	120	...	...	...	...	5	7,035	...	...	...	...	...	...	1	10	1	213	2	43	10	7,421
Yass	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	3	1,549	...	...	...	...	1	300	1	70	5	1,918
Young	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	15	3,628	6	1,767	...	...	4	921	2	434	27	6,750
Grafton—																																
Bellingen	...	...	...	...	...	...	...	...	1	13,000	6	39,007	...	...	...	...	...	...	1	8	...	...	...	...	1	555	2	98	2	3,496	13	56,164
Casino	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1	30	...	...	...	...	1	20	2	50
Grafton	1	40	...	...	...	...	...	...	...	...	...	...	...	...	1	11	...	...	...	...	1	5	1	5	2	1,682	...	...	1	53	7	1,796
Kempsey	...	...	...	...	...	...	2	80	...	...	3	32	...	...	...	...	...	...	...	...	...	...	...	...	1	555	1	69	...	...	7	736
Lismore	3	183	...	...	...	...	...	...	...	...	3	286	...	...	3	14	...	...	...	...	1	80	...	...	...	...	...	...	5	930	15	1,493
Murwillumbah	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1	26	4	70	...	...	...	...	2	122	1	287	...	...	...	...	8	505
Port Macquarie	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	2	70	2	1,300	...	...	4	262	8	1,632
Hay—																																
Balranald	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1	230	...	...	2	2,140	1	246	4	2,606
Deniliquin	...	...	...	...	...	...	...	...	1	445	6	11,901	...	...	...	...	...	...	2	2	2	430	5	2,099	...	...	23	18,114	13	2,943	52	35,934
Hay	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1	700	...	...	...	...	4	1,547	...	...	9	5,539	9	2,144	23	9,930
Hillston	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1	1,620	...	...	1	4	1	1,360	3	3,184
Wentworth	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	2	643	2	643

SCHEDULE LXIV—*continued.*

Land Board and Land District	Access.		C.P. Goldfield.		Mining.		Pending Legislation.		Pending Subdivision.		Preservation and growth of Timber.		Public Buildings.		Recreation.		Railway.		School.		Temporary Common.		Travelling Stock and Camping.		Village and Suburban Settlement.		Water Supply.		Other Public Purposes.		Totals.	
	No.	Area.	No.	Area.	No.	Area.	No.	Area.	No.	Area.	No.	Area.	No.	Area.	No.	Area.	No.	Area.	No.	Area.	No.	Area.	No.	Area.	No.	Area.	No.	Area.	No.	Area.	No.	Area.
		acres.		acres.		acres.		acres.		acres.		acres.		acres.		acres.		acres.		acres.		acres.		acres.		acres.		acres.		acres.		acres.
Maitland—																																
Cessilis	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1	1,239	5	216	...	...	...	...	4	1,871	1	1	2	480	2	1,769	15	5,576
Dungog	...	...	...	...	...	...	...	...	...	...	1	24	...	...	...	...	...	...	...	...	...	...	...	...	...	...	2	13	1	8	4	41
Gosford	...	...	...	...	...	...	...	...	...	...	1	436	...	...	...	...	2	69	...	...	...	...	...	...	...	...	...	...	...	...	3	505
Maitland	...	...	...	...	6	2,691	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	2	406	...	...	8	3,097
Muscleborook	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	2	1,050	...	...	...	...	...	...	...	...	2	1,050
Newcastle	...	...	...	...	4	7,818	...	...	...	...	...	...	...	...	...	...	9	12,537	...	...	...	...	...	...	...	...	2	870	1	8	16	21,233
Paterson	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1	200	...	...	1	200
Scone	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1	458	...	...	...	...	3	357	...	...	4	815
Singleton	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1	200	...	...	...	...	...	...	1	97	2	297
Stroud	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1	128	1	128
Taree	...	...	...	...	...	...	...	...	...	...	1	20	...	...	1	241	1	4	...	...	...	...	1	65	...	...	...	...	4	170	8	500
Wollombi	...	...	...	...	...	...	...	...	...	...	1	40	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1	40
Moree—																																
Bingara	...	...	...	...	2	8	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1	482	...	...	2	480	2	510	7	1,481
Moree	...	...	...	...	...	...	1	398	...	...	...	...	...	...	...	...	1	2,560	1	1	...	...	6	794	1	900	13	7,446	9	6,358	32	18,457
Walgett	...	...	...	...	...	...	...	...	...	...	1	640	...	...	...	...	...	...	...	...	...	...	7	3,218	...	...	4	2,362	4	2,340	16	8,561
Warialda	2	53	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	2	115	...	...	1	460	4	133	9	761
Orange—																																
Bathurst	1	6	11	10,730	...	...	...	...	...	...	2	21	...	...	1	4	2	690	...	...	9	1,019	...	...	2	205	1	13	5	1,781	34	14,419
Carcoar	...	...	5	114,100	...	...	...	...	...	...	...	...	...	...	...	...	2	163	...	...	1	7,200	...	...	1	500	...	...	5	6,619	14	130,582
Cowra	...	...	4	400	1	10	...	...	...	...	...	...	...	...	...	...	...	...	1	8	...	...	1	100	1	480	3	217	...	...	11	1,215
Lithgow	...	...	4	970	...	...	...	...	...	...	2	4,775	...	...	1	49	2	1,050	...	...	...	...	6	1,330	...	...	4	199	10	410	29	8,774
Molong	9	241	2	2,894	...	...	...	...	...	...	...	...	1	5	...	...	2	757	...	...	7	5,219	12	1,328	...	...	4	915	2	1,390	33	12,749
Mudgee	...	...	3	266	...	...	...	...	...	...	...	...	...	...	...	...	1	26	...	...	3	725	2	20	...	...	1	10	...	...	10	1,047
Orange	...	...	1	800	...	...	...	...	...	...	...	...	...	...	...	...	1	1	...	...	...	...	...	...	...	...	1	34	...	...	3	835
Rylstone	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	2	550	1	320	...	...	...	...	3	870
Wellington	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	2	40	...	...	4	2,457	7	587	...	...	...	...	13	3,084
Sydney—																																
Campbelltown	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1	20	...	...	...	...	...	...	...	...	...	...	1	20
Kiama	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1	2	1	2
Liverpool	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1	14	1	14
Metropolitan	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1	1	1	1
Parramatta	1	14	...	...	...	...	...	...	1	58	...	...	...	...	2	12	1	2	1	4	...	...	...	...	...	...	...	...	4	12	10	102
Penrith	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1	80	...	...	...	...	...	...	...	...	...	...	...	...	1	80
Picton	...	...	...	...	...	...	...	...	...	...	1	1,300	...	...	...	...	1	21,000	...	...	...	...	2	782	...	...	...	...	...	...	4	23,282
Windsor	...	...	...	...	...	...	...	...	...	...	2	1,119	...	...	...	...	1	27	...	...	...	...	...	...	...	...	...	...	3	9,631	6	10,777
Tamworth—																																
Coonabarrabran	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	6	8,163	...	...	3	1,820	3	284	12	10,267
Gunnedah	...	...	...	...	1	60,800	...	...	...	...	1	8,600	...	...	...	...	...	...	...	...	2	305	2	145	...	...	2	2,960	3	717	11	73,527
Murrurundi	...	...	...	...	...	...	1	45	...	...	1	106	...	...	...	...	1	100	...	...	...	...	3	1,730	...	...	6	2,480	11	1,400	23	5,860
Narrabri	1	6	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	5	2,751	6	305	2	140	2	2,627	2	310	18	6,139
Tamworth	...	...	...	...	...	...	...	...	1	1,320	2	815	...	...	1	20	...	...	...	...	2	873	7	1,660	...	...	18	49,811	6	3,379	37	57,879
Wagga Wagga—																																
Albury	...	...	...	...	...	...	...	...	...	...	1	4	...	...	...	...	...	...	1	2	5	821	3	160	...	...	7	780	11	5,344	28	7,111
Cootamundra	...	...	9	723	...	...	...	...	...	...	2	2,990	...	...	1	23	9	3,241	...	...	...	...	...	...	1	142	1	9	4	1,245	27	9,073
Corowa	2	2	...	...	...	...	...	...	1	110	...	...	...	...	2	32	...	...	1	4	2	227	2	690	4	767	5	1,574	11	1,862	30	5,268
Gundagai	2	340	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1	36	...	...	6	874	1	84	10	1,384
Narrandera	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	5	13,208	...	...	6	3,702	1	320	12	17,230
Tumbarumba	...	...	...	...	2	1,221	...	...	...	...	2	6,920	...	...	...	...	...	...	...	...	3	659	...	...	...	...	...	...	1	820	8	9,620
Tumut	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	2	722	...	...	...	...	4	405	3	3,963	9	5,090
Urana	...	...	...	...	...	...	...	...	...	...	2	3,540	...	...	...	...	...	...	1	3	2	81	4	354	...	...	3	4,880	5	1,386	17	10,194
Wagga Wagga	1	43	...	...	...	...	...	...	1	158	...	...	...	...	2	50	...	...	...	...	...	...	1	640	...	...	10	4,964	6	2,964	21	8,824
	37	12,876	46	153,073	18	73,803	10	3,604	15	20,148	85	76,193	7	21	32	5,473	97	122,350	21	175	105	62,489	301	265,814	45	18,741	192	367,130	294	126,669	1,605	1,414,567

SCHEDULE LXV.

RETURN of Reserves from Lease and License, Annual Lease, &c., notified during 1894.

Land Board and Land District.	Aboriginies.		Access.		Roads.		Schools.		Towns and Villages.		Travelling Stock and Camping.		Water Supply.		Annual and Homestead Lease.		Annual Lease or Occupation License for Temporary Common.		Conditional and Annual Lease, pending Legislation.		Other Public Purposes.		Totals.	
	No.	Area.	No.	Area.	No.	Area.	No.	Area.	No.	Area.	No.	Area.	No.	Area.	No.	Area.	No.	Area.	No.	Area.	No.	Area.	No.	Area.
		acres.		acres.		acres.		acres.		acres.		acres.		acres.		acres.		acres.		acres.		acres.		acres.
Armidale—																								
Armidale	...	...	1	27	...	...	...	...	...	...	2	80	...	...	...	...	...	...	...	...	1	50	4	157
Glen Innes	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1	10	1	10
Inverell	...	...	...	...	...	...	1	8	...	...	...	...	...	...	...	...	...	...	2	1,342	2	650	5	2,000
Tenterfield	...	...	...	...	...	...	...	...	...	...	...	...	1	205	...	...	...	...	...	...	...	...	1	205
Bourke—																								
Bourke	...	...	...	...	6	2,177	...	...	...	...	16	9,569	...	...	1	10,240	1	7,250	18	7,743	2	3,926	44	40,905
Brewarrina	...	...	1	845	...	...	...	...	...	...	...	...	...	...	2	3,508	...	...	30	20,487	...	...	33	24,840
Cobar	...	...	...	...	...	...	...	...	3	197	...	...	...	...	2	82,000	2	1,392	...	...	...	...	7	83,589
Wilcannia	...	...	...	...	...	...	...	...	1	87	...	...	5	43,120	...	...	2	41,600	3	180	...	...	11	84,987
Willyama	...	...	...	...	1	200	...	...	1	15	2	1,280	...	...	...	...	5	10,890	...	...	1	45	10	12,430
Cooma—																								
Bega	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1	1,200	...	...	...	...	1	1,200
Braidwood	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1	115	...	...	...	...	1	115
Cooma	...	...	...	...	...	...	...	...	...	...	1	220	...	...	...	...	1	35	...	...	2	660	4	915
Eden	...	...	...	...	...	...	...	...	...	...	1	150	...	...	...	...	1	200	...	...	...	...	2	350
Dubbo—																								
Coonamble	...	...	...	...	1	1	...	...	1	799	...	...	1	40	...	...	1	700	73	18,368	...	...	77	19,908
Dubbo	1	1,570	...	...	...	...	...	...	...	...	...	...	1	80	...	...	...	...	43	10,491	...	...	45	12,141
Nyngan	...	...	...	...	1	645	...	...	...	...	1	640	...	...	...	...	...	...	9	2,360	...	...	11	3,645
Warren	...	...	...	...	1	380	...	...	...	...	...	...	...	...	1	110	...	...	13	4,292	...	...	15	4,782
Forbes—																								
Barmedman	...	...	...	...	...	...	1	10	...	...	...	...	...	...	...	...	1	3,480	3	635	4	63	9	4,188
Condobolin	...	...	1	56	1	645	...	...	...	...	...	...	...	...	...	...	...	...	12	5,861	1	12	15	6,574
Forbes	...	...	...	...	...	...	...	...	...	...	11	13,114	...	...	...	...	...	...	13	3,330	...	...	24	16,444
Grenfell	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	11	6,350	...	...	11	6,350
Parkes	...	...	1	2,007	...	...	1	11	...	...	...	...	...	...	...	...	...	...	11	3,530	1	81	14	5,629
Goulburn—																								
Goulburn	...	...	...	...	...	...	...	...	...	...	1	556	...	...	...	...	...	...	...	...	...	...	1	556
Yass	...	...	...	...	...	...	...	...	...	...	1	70	...	...	...	...	...	...	...	...	...	...	1	70
Young	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1	546	...	...	1	108	2	654
Grafton—																								
Bellingen	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1	320	...	...	1	1,100	2	1,420
Grafton	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	3	753	3	753
Kempsey	1	172	...	...	...	...	...	...	...	...	...	...	1	600	...	...	...	...	...	...	1	10	3	782
Port Macquarie	1	18	...	...	...	...	...	...	1	400	...	...	...	...	...	...	...	...	...	...	...	...	2	418
Hay—																								
Balranald	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	9	3,428	...	...	9	3,428
Deniliquin	...	...	3	780	...	...	...	...	...	...	...	...	...	...	...	...	...	...	12	5,014	2	3,110	17	8,904
Hay	...	...	...	...	...	...	...	...	...	...	3	703	...	...	...	...	...	...	21	16,116	4	1,787	28	18,606
Hillston	...	...	...	...	...	...	...	...	...	...	3	2,280	...	...	...	...	...	...	13	13,430	...	...	16	15,710
Wentworth	...	...	2	8,270	...	...	...	...	...	...	...	...	...	...	...	...	...	...	22	14,797	...	...	24	23,067
Maitland—																								
Cessnits	...	...	...	...	...	...	1	4	...	...	4	2,477	...	...	2	636	...	...	1	583	...	...	8	3,700
Muswellbrook	...	...	...	...	...	...	...	...	...	...	1	1,960	...	...	...	...	...	...	...	...	...	...	1	1,960
Newcastle	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1	547	...	...	1	89	2	636
Scone	...	...	...	...	...	...	...	...	...	...	1	370	...	...	...	...	...	...	...	...	3	3,690	4	4,060
Singleton	...	...	...	...	...	...	...	...	...	...	1	530	...	...	...	...	...	...	...	...	...	...	1	530
Stroud	...	...	...	...	...	...	...	...	...	...	1	544	...	...	...	...	...	...	...	...	1	35	2	579
Taree	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	2	63	2	63
Moree—																								
Bingara	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	6	3,942	...	...	6	3,942
Moree	...	...	...	...	...	...	...	...	1	900	2	1,140	...	...	...	...	...	...	60	38,008	1	6	64	40,054
Walgett	...	...	1	18	...	...	...	...	1	1,300	6	2,640	...	...	...	...	...	...	12	9,563	2	2,629	22	16,150
Warialda	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	10	5,760	1	9	11	5,769
Orange—																								
Bathurst	...	...	...	...	...	...	...	...	...	...	2	220	...	...	...	...	3	3,580	...	...	...	...	5	3,800
Carcoar	...	...	...	...	...	...	1	4	...	...	...	...	...	...	...	...	2	4,289	...	...	...	...	3	4,293
Cowra	...	...	...	...	...	...	1	8	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1	8
Lithgow	...	...	...	...	...	...	...	...	1	225	...	...	1	18	...	...	...	...	...	...	...	...	2	243
Molong	...	...	...	...	...	...	...	...	...	...	3	77	1	12	...	...	2	2,283	...	...	...	...	6	2,372
Mudgee	...	...	...	...	...	...	...	...	...	...	2	42	...	...	1	90	...	...	...	...	...	...	3	132
Orange	...	...	...	...	...	...	...	...	...	...	1	195	...	...	...	...	1	500	...	...	...	...	2	695
Rylstone	...	...	...	...	...	...	...	...	...	...	2	820	...	...	...	...	1	50	...	...	...	...	3	870
Wellington	...	...	...	...	...	...	1	4	1	110	2	506	...	...	...	...	...	...	...	...	...	...	4	620
Sydney—																								
Parramatta	...	...	...	...	...	...	1	3	...	...	...	...	...	...	...	...	...	...	...	...	2	70	3	73
Windsor	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1	9,600	...	...	...	...	...	...	1	9,600
Tamworth—																								
Coonabarrabran	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	14	5,237	...	...	14	5,237
Gunnedah	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	10	2,208	...	...	10	2,208
Narrabri	...	...	2	640	...	...	...	...	...	...	...	...	...	...	1	1,200	1	390	42	26,003	...	...	46	28,243
Tamworth	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	3	995	...	...	2	360	5	1,355
Wagga Wagga—																								
Corowa	...	...	...	...	2	336	1	8	...	...	...	...	...	...	...	...	1	160	13	3,297	...	...	17	3,801
Gundagai	...	...	...	...	...	...	...	...	...	...	...	...	1	2	...	...	...	...	...	...	...	...	1	2
Narandera	...	...	...	...	...	...	...	...	...	...	...	...	1	480	...	...	...	...	15	3,889	...	...	16	4,369
Tumut	...	...	...	...	...	...	...	...	...	...	...	...	2	36	...	...	...	...	...	...	1	800	3	836
Tumbarumba	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	16	8,236	1	821	17	9,057
Urana	...	...	...	...	...	...	1	4	...	...	...	...	...	...	...	...	1	160	17	2,255	...	...	19	2,419
Wagga Wagga	...	...	...	...	...	...	...	...	...	...	1	539	1	8	...	...	...	...	36	7,608	...	...	38	8,155
Totals	3	1,760	12	12,643	13	4,384	10	64	11	4,038	71	40,722	16	44,601	11	107,384	34	80,682	570	254,343	44	20,937	796	571,560

SCHEDULE LXVI.

RETURN of Reserves from Lease and License cancelled during 1894.

Land Board and Land District.	Access.		Lease.		Mining.		Roads and Crossing.		Suburban Settlement.		Travelling Stock and Camping.		Village.		Water Supply.		Annual Lease or Occupation License for Temporary Continuance.		Other Public Purposes.		Totals.	
	No.	Area.	No.	Area.	No.	Area.	No.	Area.	No.	Area.	No.	Area.	No.	Area.	No.	Area.	No.	Area.	No.	Area.	No.	Area.
		acres.		acres.		acres.		acres.		acres.		acres.		acres.		acres.		acres.		acres.		acres.
Armidale—																						
Armidale	1	257	...	...	...	...	...	...	1	1,304	...	...	...	...	...	...	3	23	4	19,880	9	21,463
Glen Innes	...	...	...	...	...	...	...	...	...	...	1	900	...	...	...	...	...	...	2	26	3	926
Inverell	...	...	4	11,342	...	...	...	...	...	...	...	...	...	...	2	753	2	14	7	13,642	15	25,751
Tenterfield	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1	820	2	43	4	243	7	1,106
Bourke—																						
Bourke	1	520	...	...	...	...	5	176	6	32,326	2	545	1	3,630	1	960	1	380	7	14,352	24	52,891
Brewarrina	...	...	...	...	...	...	1	38	3	5,532	...	...	...	...	...	...	2	349	2	1,500	8	7,419
Cobar	...	...	...	...	...	...	...	...	1	16	...	...	...	...	...	...	3	483	1	22	5	521
Wilcannia	...	...	...	...	...	...	...	...	...	...	1	640	...	...	1	4,000	1	20,400	2	10,340	5	35,380
Willyama	...	...	...	...	...	...	1	2	15	17,654	...	...	...	...	1	550	3	2,670	1	5	21	20,881
Cooma—																						
Bega	...	...	1	16	...	...	...	...	...	...	...	...	...	...	1	18	4	2,659	...	...	6	2,693
Bombala	...	...	...	...	...	...	...	...	...	...	...	...	...	...	2	1,075	...	...	1	160	3	1,235
Braidwood	...	...	...	...	...	...	...	...	...	...	1	370	...	...	...	...	1	3	1	690	3	1,063
Cooma	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	2	3,783	3	982	5	4,765
Eden	...	...	...	...	...	...	...	...	...	...	...	...	...	...	3	800	...	...	...	...	3	800
Queanbeyan	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1	320	...	...	...	...	1	320
Dubbo—																						
Coonamble	...	...	...	...	...	...	1	36	...	...	...	...	...	...	...	...	1	29	2	560	4	625
Dubbo	...	...	...	...	...	...	1	1	...	...	1	190	...	...	...	...	...	...	1	240	3	431
Warren	...	...	...	...	...	...	1	220	...	...	...	...	...	...	...	...	...	...	...	...	1	220
Forbes—																						
Barmedman	...	...	1	5	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1	5
Condobolin	...	...	...	...	...	...	1	58	...	...	...	...	...	...	...	...	...	...	2	1,280	3	1,338
Forbes	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	3	48	2	328	5	376
Grenfell	...	...	...	...	...	...	...	...	...	...	1	279	...	...	...	...	...	...	1	210	2	489
Parkes	1	2,006	...	...	...	...	1	90	...	...	...	...	...	...	...	...	3	300	3	1,667	8	4,069
Goulburn—																						
Boorowa	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1	160	...	...	...	...	1	160
Yass	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	2	1,372	...	...	2	1,372
Young	...	...	...	...	...	...	...	...	...	...	1	333	...	...	...	...	8	3,625	...	...	9	3,958
Grafton—																						
Bellingen	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1	8	1	8
Grafton	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1	5	...	...	1	5
Kempsey	...	...	...	...	...	...	...	...	...	...	1	600	...	...	...	...	...	...	...	...	1	600
Lismore	...	...	1	3,200	...	...	...	...	...	...	...	...	...	...	...	...	1	80	3	2,280	5	5,560
Murwillumbah	...	...	1	826	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1	826
Hay—																						
Deniliquin	4	1,220	5	2,876	...	...	2	350	...	...	1	205	1	271	2	1,200	...	...	12	5,766	27	11,888
Hay	2	1,441	1	2,560	...	...	...	...	...	...	...	...	...	...	...	...	...	...	3	1,347	6	5,348
Wentworth	...	...	...	...	...	...	...	...	1	1,016	...	...	...	...	...	...	...	...	...	...	1	1,016
Maitland—																						
Cassilis	...	...	...	...	...	...	...	...	...	...	1	1,220	...	...	...	...	...	...	...	...	1	1,220
Muswellbrook	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	2	1,050	...	...	2	1,050
Newcastle	...	...	1	1,600	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1	1,600
Scone	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1	458	...	...	1	458
Singleton	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1	200	...	...	1	200
Moree—																						
Moree	...	...	...	...	...	...	...	...	...	...	1	510	...	...	...	...	...	...	...	...	1	510
Walgett	2	1,736	2	87	...	...	1	2	...	...	5	18,560	...	...	...	...	...	...	3	1,404	13	21,789
Orange—																						
Bathurst	...	...	2	2,170	...	...	...	...	...	...	...	...	...	...	1	45	7	1,152	1	140	11	3,507
Carcoar	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	2	11,470	...	...	2	11,470
Cowra	1	75	...	...	...	...	...	...	...	...	1	550	...	...	1	10	...	...	1	8	4	643
Lithgow	...	...	1	5	...	...	...	...	...	...	2	743	...	...	...	...	...	...	...	...	3	748
Molong	2	146	...	...	...	...	...	...	...	...	...	...	...	...	...	...	6	6,167	...	...	8	6,313
Mudgee	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	2	712	1	32,000	3	32,712
Tamworth—																						
Coonabarrabran	...	...	...	...	...	...	...	...	...	...	1	190	...	...	...	...	...	...	...	...	1	190
Gunnedah	3	2,370	...	...	...	...	...	...	...	...	2	2,230	...	...	1	480	2	195	1	2,880	9	8,155
Murrurundi	...	...	2	3,890	...	...	...	...	...	...	2	105	...	...	...	...	...	...	2	5,280	6	9,275
Narrabri	3	666	...	...	...	...	...	...	...	...	2	1,520	...	...	1	900	...	...	1	160	7	3,246
Tamworth	...	...	...	...	...	...	...	...	...	...	4	1,055	...	...	3	810	1	640	...	...	8	2,505
Wagga Wagga—																						
Albury	1	360	2	341	...	...	...	...	1	54	1	90	...	...	1	48	5	792	3	43	14	1,728
Cootamundra	...	...	...	...	5	734	...	...	...	...	...	...	...	...	...	...	...	...	1	640	6	1,374
Corowa	2	106	...	...	...	...	...	...	...	...	4	2,062	...	...	...	...	2	229	7	2,518	15	4,915
Gundagai	1	120	...	...	...	...	...	...	...	...	1	36	...	...	...	...	...	...	...	...	2	156
Narrandera	...	...	2	696	...	...	...	...	...	...	...	...	1	2,620	...	...	...	...	...	...	3	3,316
Tumbarumba	...	...	1	480	...	...	...	...	...	...	...	...	...	...	...	...	2	19	...	...	3	499
Tumut	...	...	...	...	...	...	...	...	...	...	1	172	...	...	...	...	1	720	...	...	2	892
Urana	...	...	...	...	...	...	...	...	...	...	1	609	...	...	...	...	2	81	1	640	4	1,330
Wagga Wagga	...	...	2	1,120	...	...	1	27	...	...	...	...	...	...	1	173	...	...	5	41,909	9	43,229
Totals	24	11,023	29	31,214	5	734	16	1,000	28	57,904	39	33,714	3	6,521	25	13,122	79	60,156	92	103,150	340	378,538

SCHEDULE LXVII.

Return of Dedications for Public Purposes during the year 1894.

Purpose of Dedication.	No. of Dedications.	Area dedicated. a.	r.	p.	Purpose of Dedication.	No. of Dedications.	Area dedicated. a.	r.	p.
Public Recreation	40	36,271	3	36	Mechanics' Institute Sites	14	6	1	31¼
Permanent Commons	6	2,871	1	35	Cricket and Football Ground	1	5	3	39
Racecourses	11	1,085	3	0	Electric Telegraph Purposes	1	5	1	4
Agricultural School and Experimental Farm	2	739	0	0	Gaol Sites	2	4	0	34 8/10
General Cemeteries	33	311	3	12¾	Water Supply and Access	1	3	2	5
Preservation of Caves	1	129	3	0	Wharfage	3	2	2	6
Public School Sites	61	115	3	35¼	Gas-works Sites	1	2	0	0
Show Grounds	3	35	0	5	Town Hall Sites	3	1	0	35¼
Defence	3	27	0	27¼	Council Chambers	1	0	2	0
Plantation	1	21	0	0	Drainage	3	0	1	19¾
Cricket Grounds	2	17	0	14	Fire Brigade Station Site	1	0	0	18¾
Refuge in Time of Flood	1	11	3	34	Totals	197	41,678	0	31 13/20
Hospital Sites	2	8	0	0					

Comparative Totals for Years 1893 and 1894.

1893.				1894.			
Number of Sites	172			Number of Sites	197		
	a.	r.	p.		a.	r.	p.
Area dedicated	5,832	3	20 1/10	Area dedicated	41,678	0	31 13/20

SCHEDULE LXVIII.

Return of Special Areas proclaimed during 1894.

Land Board and Land District.	Within Population or Suburban Areas. Number.	Area.	Country Lands. Number.	Area.	Land Board and Land District.	Within Population or Suburban Areas. Number.	Area.	Country Lands. Number.	Area.
		acres.		acres.			acres.		acres.
Armidale—					Maitland—				
Armidale	3	265	7	3,495	Cassilis	.....	.....	2	1,223
Glen Innes	.....	.....	4	2,327	Gosford	.....	.....	2	315
Inverell	4	565	7	2,513	Maitland	.....	.....	2	682
Tenterfield	.....	.....	2	455	Muscleborook	.....	.....	3	931
Walcha	.....	.....	3	766	Newcastle	.....	.....	10	5,192
					Paterson	.....	.....	1	245
Cooma—					Scone	.....	.....	1	413
Bega	1	204	3	240					
Bombala	1	59	12	2,561	Moree—				
Braidwood	.....	.....	2	643	Bingara	.....	.....	1	171
Cooma	.....	.....	20	7,564	Moree	1	135	6	8,885
Moruya	.....	.....	4	1,155	Walgett	.....	.....	1	1,184
Queanbeyan	.....	.....	2	936					
					Orange—				
Dubbo—					Bathurst	.....	.....	3	335
Coonamble	.....	.....	1	446	Cowra	1	750	7	1,331
Dubbo	1	152	1	105	Molong	6	2,375	3	645
Warren	3	729	1	3,116	Mudgee	1	670	.....	.....
					Sydney—				
Forbes—					Picton	3	132	1	320
Barmedman	.....	.....	1	270	Windsor	12	4,632	.....	.....
Condobolin	2	137	.....	.....					
Forbes	6	215	1	2,837	Tamworth—				
Grenfell	1	42	1	40	Gunnedah	1	108	1	604
Parkes	8	1,478	4	4,050	Murrurundi	.....	.....	5	1,728
					Narrabri	1	39	5	085
Goulburn—					Tamworth	11	161	28	10,989
Boorowa	1	101	8	9,716					
Goulburn	.....	.....	7	1,613	Wagga Wagga—				
Gunning	1	1,866	1	64	Albury	4	670	5	893
Moss Vale	.....	.....	1	129	Cootamundra	6	877	.....	.....
Yass	2	3,514	.....	.....	Gundagai	.....	.....	2	547
Young	14	3,860	8	3,392	Narrandera	.....	.....	6	2,086
					Urana	.....	.....	2	5,849
Grafton—					Wagga Wagga	1	517	5	3,560
Bellingen	.....	.....	3	10,094					
Lismore	3	202	1	150	Total	99	24,455	233	127,082
Murwillumbah	.....	.....	3	339					
Port Macquarie	.....	.....	1	360					
						Number.	Area.		
Hay—									
Deniliquin	.....	.....	12	17,150					
Hay	.....	.....	10	6,418	Grand Total	332	151,537 acres.		
Hillston	.....	.....	1	1,280					

SCHEDULE LXIX.

RETURN showing number of Trespasses on Crown Lands reported during 1894, and action taken thereon under the provisions of the Crown Lands Acts.

Number of cases not disposed of at end of 1893	335	
Number of cases of trespass reported by Crown Lands Bailiffs during 1894	412	
		747
Number of prosecutions on which convictions were obtained	14	
Number of cases in which prosecutions failed	1	
Trespasses abated after notice, without legal proceedings by the Department	255	
Cases of reported trespass in which, after investigation, it was found that no proceedings were necessary	43	
Number of cases referred to other Departments for action	23	
Cases in which action was suspended by the Department pending investigation of applications to be placed in legal occupation	36	
Cases not disposed of at end of year	375	
		747

SCHEDULE LXX.

RETURN showing number of Meetings, duration of Sittings, and Cases dealt with by Land Boards during 1894.

Land Board District.	Land District.	Place of Meeting.	Number of Courts Held.	Duration of Sitting.	Number of Cases dealt with.	Number of Cases adjourned.
				days.		
Armidale	Armidale	Armidale	10	27	501	24
	do	Bendeemer	3	4	60	2
	do	Bundarra	4	4	118	1
	do	Hillgrove	2	1½	27	...
	do	Uralla	4	6	100	5
	do	Wandsworth	2	1½	33	...
	do	Walcha Road	5	4½	104	2
	do	Wollomombi	4	5	138	1
	Glen Innes	Emmaville	1	1	8	...
	do	Glen Innes	9	13½	268	11
	Inverell	Ashford	3	3	102	...
	do	Bundarra	4	4	127	2
	do	Inverell	7	20	420	8
	do	Wandsworth	5	5	128	4
	Tenterfield	Emmaville	2	2	57	1
	do	Tenterfield	8	22	608	18
	do	Wilson's Downfall	1	1	21	...
	Walcha	Walcha	7	18½	344	13
Bourke	Bourke	Bourke	7	60	424	34
	Brewarrina and Brewarrina East.	Brewarrina	3	38	206	9
	Cobar	Cobar	2	13½	78	3
	Willyama	Broken Hill	2	11	83	4
	do	Menindie	1	6	20	...
	Wilcannia	Wilcannia	2	15½	104	14
Cooma	Bega	Bega	4	2½	56	4
	do	Cobargo	4	2	49	2
	Bombala	Bombala	4	5	119	3
	do	Delegate	4	3	105	1
	Braidwood	Braidwood	4	8	235	8
	Cooma	Adaminaby	4	4	109	5
	do	Buckley's Crossing	4	6½	218	9
	do	Cooma	13	19	342	26
	Eden	Wyndham	3	1½	61	...
	do	Eden	4	3	56	1
	Moruya	Bodalla	4	3½	107	6
	do	Moruya	4	4	103	2
	Milton	Milton	3	2	55	3
	Queanbeyan	Queanbeyan	8	14	404	10
Dubbo	Coonamble	Coonamble	6	24	539	56
	do	Gilgandra	3	4½	64	5
	Dubbo	Dubbo	12	31	541	68
	Nyngan	Nyngan	8	15½	263	41
	Warren	Warren	5	13	332	25
Forbes	Barmedman and Barmedman East.	Barmedman	5	17	376	38
	Condobolin	Condobolin	6	16½	330	44
	Forbes	Forbes	6	17	339	38
	Grenfell	Grenfell	4	10½	189	24
	Parkes	Parkes	6	19½	449	63
Goulburn	Burrowa	Binalong	11	6½	124	22
	do	Burrowa	11	17	256	79
	Goulburn	Crookwell	4	5	58	32
	do	Goulburn	11	14½	290	95

SCHEDULE LXX—*continued.*

Land Board District.	Land District.	Place of Meeting.	Number of Courts Held.	Duration of Sitting.	Number of Cases dealt with.	Number of Cases adjourned.
				days.		
Goulburn—*continued*	Goulburn	Taralga	4	6	105	38
	Gunning	Crookwell	3	2½	37	11
	do	Gunning	11	8½	177	32
	Moss Vale	Berrima	1	½	7	1
	do	Moss Vale	11	7	174	30
	Nowra	Nowra	4	2	67	8
	Yass	Yass	11	8	144	37
	Young	Young	11	11	268	44
Grafton	Bellingen	Bellingen	4	7	139	11
	do	Bowraville	2	2	59	2
	Casino	Casino	5	11	333	9
	do	Myrtle Creek	2	7	246	3
	Grafton	Grafton	8	13	348	20
	do	Maclean	2	1½	28	3
	Kempsey	Kempsey	4	11	234	7
	do	Macksville	2	2	44	3
	Lismore	Ballina	3	4	70	...
	do	Lismore	5	9½	203	3
	do	Woodburn	1	1	19	...
	Murwillumbah	Brunswick	3	3½	103	2
	do	Murwillumbah	3	4½	146	6
	Port Macquarie	Port Macquarie	2	5	108	3
Hay	Balranald	Balranald	2	2	72	1
	do	Euston	1	½	5	0
	Deniliquin	Deniliquin	4	29½	466	55
	Hay	Hay	5	47½	466	69
	Hillston	Hillston	4	12½	127	16
	do	Lake Cudgellico	3	12	150	14
	Wentworth	Wentworth	3	4½	60	1
Maitland	Cassilis	Cassilis	3	4½	114	1
	do	Denison Town	1	3	75	...
	do	Merriwa	3	4½	75	...
	do	Leadville	2	3½	88	2
	Dungog	Dungog	4	3	43	1
	Gosford	Gosford	3	3	59	1
	Maitland	Maitland	4	2½	26	3
	Muswellbrook	Denman	1	1	23	1
	do	Muswellbrook	4	3	80	...
	Newcastle	Newcastle	3	1½	22	...
	Paterson	Gresford	1	½	15	...
	do	Paterson	3	1½	38	...
	Raymond Terrace	Raymond Terrace	3	2	50	...
	Scone	Scone	5	15½	404	5
	Singleton	Singleton	4	3½	73	...
	Stroud	Gloucester	4	4	113	4
	do	Stroud	4	2½	42	1
	Taree	Coppernock	2	1½	36	...
	do	Forster	1	½	18	...
	do	Taree	4	5½	121	1
	do	Wingham	4	4	97	1
	Wollombi	Wollombi	3	2	48	...
Moree	Bingara	Bingara	4	10	258	29
	Moree	Moree	6	32	746	103
	Warialda	Boggabilla	1	1	39	5
	do	Warialda	4	11	271	48
	do	Yetman	1	½	20	...
	Walgett	Walgett	4	13	341	65
	Walgett North	Collarindabri	4	6	166	21
Orange	Bathurst	Bathurst	5	12	267	10
	do	Oberon	3	4	71	1
	do	Rockley	2	2½	37	3
	Carcoar	Carcoar	4	8	190	5
	do	Trunkey	3	3	85	11
	do	Tuena	3	11	188	13
	Cowra	Cowra	5	17	334	20
	Lithgow	Katoomba	1	1	22	2
	do	Lithgow	2	6	97	...
	do	Oberon	4	7½	135	11
	Molong	Canowindra	3	9	125	9
	do	Cudal	3	6½	184	8
	do	Gumnock	3	9½	225	3
	do	Molong	3	5	118	6
	Mudgee	Mudgee	4	18	434	22
	Orange	Orange	6	5½	112	10
	Rylstone	Rylstone	3	10	309	16
	Wellington	Wellington	3	12½	307	16
Sydney	Campbelltown	Campbelltown	7	4½	93	2
	Kiama	Kiama	1	½	2	...
	Liverpool	Liverpool	3	1½	5	...
	Metropolitan	Sydney	8	14	85	...
	Parramatta	Parramatta	7	6½	81	6
	Penrith	Penrith	6	3½	85	...
	Picton	Picton	8	10½	297	23
	Windsor	Windsor	8	9½	226	13
Tamworth	Coonabarrabran	Coonabarrabran	4	15	296	29
	Gunnedah	Gunnedah	5	12½	199	14

SCHEDULE LXX—*continued.*

Land Board District.	Land District.	Place and Meeting.	Number of Courts held.	Duration of Sitting.	Number of Cases dealt with.	Number of Cases adjourned.
				days.		
Tamworth—(*continued*)	Gunnedah	Boggabri	3	4½	59	2
	do	Mullaley	1	2	34	...
	Murrurundi	Murrurundi	3	3½	75	...
	do	Quirindi	4	4	152	1
	Narrabri	Narrabri	6	15½	290	23
	do	Wee Waa	3	2½	86	2
	do	Pilliga	3	4½	112	7
	Tamworth	Tamworth	11	24½	633	21
	do	Barraba	4	7	214	4
	do	Manilla	4	6½	150	5
Wagga Wagga	Albury	Albury	3	6½	52	6
	do	Germanton	3	7	77	1
	Cootamundra	Cootamundra	4	11	151	1
	do Central	Temora	4	6½	79	2
	Corowa	Corowa	5	6½	98	6
	do	Mulwala	2	3	79	4
	Gundagai	Gundagai	4	14	184	11
	Narrandera	Narrandera	6	35	215	39
	Tumut	Tumut	4	10½	127	2
	Tumbarumba and Tumbarumba North	Tumbarumba	3	8	112	1
	Urana	Urana	5	24	128	24
	Wagga Wagga	Wagga Wagga	8	39½	289	53
		Total	687	1,438	25,988	2,055

SUMMARY.

Armidale Land Board District	81	143½	3,164	92
Bourke "	17	144	924	64
Cooma "	67	78	2,019	80
Dubbo "	34	86	1,739	195
Forbes "	27	80½	1,683	207
Goulburn "	93	88½	1,697	429
Grafton "	46	82	2,060	72
Hay "	22	115½	1,346	156
Maitland "	66	72½	1,660	21
Moree "	24	73½	1,861	271
Orange "	60	148	3,180	166
Sydney "	48	50½	854	44
Tamworth "	51	102	2,300	108
Wagga Wagga "	51	171½	1,531	150
	687	1,438	25,988	2,055

SCHEDULE LXXI.

RETURN showing the Number of Instructions issued to, and Reports received from, Inspectors regarding Conditional Purchases, Conditional Leases, Homestead Leases, or Miscellaneous Leases during the year 1894.

Land Board District.	Land District.	Name of Inspector.	No. of instructions issued to Inspectors to report on C.P's., C.L's., H.L's., or Misc. L's.					No. of C.P's., C.L's., H.L's., or Misc. L's. visited and reported on by Inspector.			
			Under Repealed Acts. C.P's.	Under Existing Acts.				Under Repealed Acts. C.P's.	Under Existing Acts.			
				C.P's.	C.L's.	H.L's.	Misc. L's.		C.P's.	C.L's.	H.L's.	Misc. L's.
Armidale	Armidale	G. Silcock	...	339	248	...	11	...	428	335	...	7
	Do	W. Warner	...	43	31	...	2	...	43	30	...	2
	Do	J. B. Wisdom	...	1	...	...	.....	...	1	2	...	.....
	Glen Innes	G. Silcock	...	.....	...	...	2	...	.....	...	...	2
	Do	J. B. Wisdom	...	80	48	...	13	...	79	53	...	13
	Inverell		...	221	165	...	30	...	234	188	...	30
	Tenterfield		...	57	11	...	60	...	92	49	...	51
	Do	Bishop Lyne	...	87	34	...	90	...	39	14	...	69
	Walcha	G. Silcock	...	79	61	...	4	...	125	110	...	3
	Do	W. Warner	...	81	43	...	2	...	82	44	...	2
Bourke	Bourke	E. B. Barton	...	4	7	147	33	...	1	5	161	22
	Do	W. Webster	...	.....	2	8	1	...	.....	2	7	.....
	Brewarrina	E. B. Barton	...	2	7	37	10	...	2	...	38	9
	Do East		...	25	20	...	.....	...	20	23	...	.....
	Cobar		...	1	...	16	13	...	1	1	23	10
	Wilcannia	W. Webster	...	.....	...	70	9	...	.....	34	41	6
	Willyama		...	.....	...	57	12	...	.....	9	53	14

SCHEDULE LXXI—*continued.*

Land Board District.	Land District.	Name of Inspector.	No. of Instructions issued to Inspectors to report on C.P's., C.L's., H.L's., or Misc. L's.					No. of C.P's., C.L's., H.L's., or Misc. L's. visited and reported on by Inspector.				
			Under Repealed Acts. C.Ps.	Under Existing Acts.				Under Repealed Acts. C.Ps.	Under Existing Acts.			
				C.P's.	C.L's.	H.L's.	Misc. L's.		C.P's.	C.L's.	H.L's.	Misc. L's.
Cooma	Bega	W. G. Evans	...	48	6	...	1	...	45	10	...	.....
	Bombala		...	116	52	...	1	...	123	55	...	1
	Do	W. Spicer	...	.....	1	...	.....	...	.....	1	...	.....
	Braidwood	W. A. Manton	...	91	38	...	1	...	76	35	...	.....
	Cooma	W. Spicer	...	370	231	...	.....	...	383	215	...	.....
	Do	W. A. Manton	...	28	14	...	.....	...	13	7	...	.....
	Do	J. C. Martin	...	29	15	...	.....	...	24	11	...	.....
	Eden	W. G. Evans	...	84	18	...	.....	...	87	20	...	.....
	Milton	W. A. Manton	...	24	4	...	.....	...	26	3	...	.....
	Moruya		...	108	11	...	1	...	97	13	...	.....
	Queanbeyan	J. C. Martin	...	208	106	...	1	...	258	127	...	1
Dubbo	Coonamble	E. H. Taylor	...	115	111	...	4	...	293	225	...	3
	Dubbo	R. Sim, junior	1	194	142	...	6	1	243	186	...	4
	Nyngan		...	142	104	...	.....	...	71	59	...	.....
	Warren		...	73	43	...	1	...	68	38	...	1
	Do	E. H. Taylor	1	16	15	...	6	1	5	6	...	5
Forbes	Barmedman	H. E. Vindin	...	194	112	...	1	...	178	94	...	1
	Do East	F. Conder	...	.....	...	...	10	...	.....	...	...	10
	Condobolin	H. E. Vindin	...	165	134	...	.....	...	125	98	...	8
	Do	B. Lyne	...	57	48	...	1	...	60	41	...	12
	Forbes	R. W. Garden	...	228	20	...	7	...	242	32	...	17
	Grenfell		...	83	40	...	5	...	143	61	...	24
	Parkes		...	87	42	...	.....	...	65	30	...	.....
	Do	B. Lyne	...	106	61	...	.....	...	123	77	...	.....
	Do	F. Conder	...	.....	...	...	.....	...	.....	...	...	13
Goulburn	Boorowa	J. C. Page	...	188	123	...	1	...	275	190	...	.....
	Do	G. Harrison	...	33	22	...	.....	...	43	23	...	.....
	Goulburn	C. Cropper	...	241	112	...	.....	...	172	81	...	.....
	Do	H. O. Bucknell	...	163	69	...	.....	...	160	73	...	.....
	Gunning	G. Harrison	...	130	81	...	.....	...	103	51	...	.....
	Moss Vale	H. O. Bucknell	...	56	15	...	.....	...	57	12	...	.....
	Do	C. Cropper	...	43	4	...	.....	...	13	2	...	.....
	*Nowra	H. O. Bucknell	...	23	1	...	.....	...	24	1	...	.....
	Yass	G. Harrison	...	97	65	...	.....	...	103	78	...	.....
	Young	J. C. Page	...	212	57	...	13	...	185	42	...	17
Grafton	Bellingen	T. H. Wilshire	...	128	25	...	.....	...	145	19	...	1
	Casino	G. W. West	9	141	54	...	27	9	200	64	...	19
	Grafton	T. H. Wilshire	11	146	34	...	8	11	134	36	...	7
	Kempsey		1	134	93	...	2	14	166	44	...	7
	Lismore	G. W. West	36	121	4	...	1	27	131	3	...	1
	Murwillumbah		7	101	8	...	.....	7	95	10	...	.....
	Port Macquarie	T. H. Wilshire	...	68	16	...	2	...	104	20	...	1
Hay	Balranald	E. S. Russom	...	.....	1	30	2	...	.....	1	22	.....
	Do South		...	4	3	...	.....	...	9	5	...	.....
	Deniliquin	M. T. Day	...	189	20	...	2	...	181	18	...	2
	Hay		...	109	76	...	3	...	129	94	...	3
	Do	E. S. Russom	...	40	41	...	3	...	44	37	...	.....
	Do North		...	.....	...	12	1	...	.....	...	12	.....
	Hillston		...	48	46	...	5	...	53	45	...	4
	Do North		...	.....	...	20	1	...	.....	...	29	1
	Wentworth	D. A. Morgan	...	.....	1	32	5	...	.....	3	30	.....
Maitland	Cassilis	S. C. V. North	...	162	98	...	.....	...	162	91	...	.....
	Dungog	T. Miller	...	23	15	...	.....	...	29	13	...	.....
	Gosford	J. B. Combes	...	43	3	...	.....	...	41	4	...	.....
	Maitland		...	14	1	...	.....	1	16	3	...	.....
	Muswellbrook		...	44	7	...	.....	9	70	11	...	.....
	Newcastle		1	8	1	...	.....	1	7	2	...	.....
	Paterson		...	36	21	...	.....	3	47	31	...	.....
	Raymond Terrace		...	28	2	...	.....	...	22	3	...	.....
	Scone		...	1	...	...	.....	...	1	...	...	.....
	Do	S. C. V. North	...	192	103	...	.....	...	192	119	...	.....
	Singleton	J. B. Combes	...	67	37	...	1	17	81	53	...	1
	Stroud	T. Miller	...	59	20	...	.....	...	64	20	...	.....
	Taree		...	206	80	...	.....	...	200	67	...	.....
	Wollombi	J. B. Combes	...	19	4	...	.....	...	12	3	...	.....
Moree	Bingara	R. Deighton	...	28	20	...	1	...	17	10	...	13
	Do	E. C. M'Pherson	...	48	34	...	5	...	36	24	...	5
	Moree		...	110	82	...	4	...	57	33	...	2

* Now transferred to the Sydney Land Board District.

SCHEDULE LXXI—*continued.*

Land Board District.	Land District.	Name of Inspector.	No. of instructions issued to Inspectors to report on C.P's., C.L's., H.L's., or Misc. L's.					No. of C.P's., C.L's., H.L's., or Misc. L's. visited and reported on by Inspector.			
			Under Repealed Acts. C.P's.	Under Existing Acts.				Under Repealed Acts. C.P's.	Under Existing Acts.		
				C.P's.	C.L's.	H.L's.	Misc. L's.		C.P's.	C.L's.	H.L's.	Misc. L's.
Moree (*contd.*)	Moree	R. Deighton	...	47	23	...	2	...	51	29	...	.....
	Do	G. W. Walker	...	114	94	...	.....	...	87	56	...	2
	Walgett		...	143	111	...	5	...	187	120	...	5
	Do North		...	.....	...	62	39	...	.....	...	48	23
	Warialda	R. Deighton	...	47	37	...	.....	...	25	35	...	.....
	Do	E. C. M'Pherson	...	76	60	...	1	...	50	36	...	1
Orange	Bathurst	J. S. O'Hara	...	137	54	...	7	...	179	74	...	7
	Carcoar	R. Deighton	...	77	25	...	6	...	38	11	...	6
	Do	W. H. Lee	...	121	40	...	7	...	155	62	...	.....
	Cowra	R. Deighton	...	50	6	...	1	...	40	4	...	1
	Do	W. H. Lee	...	101	22	...	.....	...	124	29	...	.....
	Lithgow	J. S. O'Hara	...	142	46	...	.....	...	173	59	...	.....
	Molong	C. H. Battye	...	270	140	...	4	...	296	131	...	3
	Mudgee	G. H. Langley	...	141	48	...	21	...	152	45	...	20
	Orange	C. H. Battye	...	26	10	...	7	...	28	5	...	.....
	Do	R. Deighton	...	18	10	...	1	...	16	9	...	1
	Rylstone	G. H. Langley	...	103	26	...	2	...	107	33	...	1
	Wellington		...	112	54	...	2	...	110	54	...	1
	Do	R. Deighton	...	69	37	...	1	...	51	32	...	.....
Sydney	Campbelltown	J. B. Brown	1	53	1	...	.....	1	47	1	...	.....
	Kiama		...	1	...	...	.....	...	1	...	...	.....
	Liverpool		...	1	...	...	.....	...	1	...	...	.....
	Metropolitan		...	1	...	...	.....	...	4	...	...	.....
	Nowra		...	28	2	...	1	...	.....	...	...	.....
	Parramatta		...	50	...	...	.....	...	57	...	...	.....
	Penrith		...	24	...	...	.....	...	23	...	...	.....
	Picton		...	130	27	...	.....	...	135	14	...	.....
	Windsor		...	138	...	...	.....	...	122	...	...	.....
Tamworth	Coonabarrabran	J. W. G. Cox	...	54	38	...	8	...	69	64	...	9
	Gunnedah		...	46	26	...	.....	...	2	1	...	.....
	Do	Sir Wm. Broun, Bart.	...	87	40	...	2	...	79	45	...	11
	Moree	J. W. G. Cox	...	.....	1	...	.....	...	.....	1	...	.....
	Murrurundi	Sir Wm. Broun, Bart.	...	51	22	...	.....	...	2	2	...	.....
	Do	E. C. M'Pherson	...	38	18	...	.....	...	53	33	...	.....
	Narrabri		...	25	32	...	3	...	25	33	...	3
	Do	J. W. G. Cox	...	129	98	...	7	...	186	163	...	13
	Do	Sir Wm. Broun, Bart	...	1	...	...	.....	...	1	...	...	.....
	Tamworth		...	325	194	...	16	...	383	236	...	17
	Do	E. C. M'Pherson	...	38	24	...	4	...	46	33	...	2
Wagga Wagga	Albury	J. S. M'Phillamy	...	112	77	...	.....	...	104	67	...	.....
	Do	W. H. Tietkens	...	27	14	...	.....	...	41	22	...	.....
	Cootamundra	W. J. Barnes	...	213	53	...	.....	...	161	24	...	.....
	Do	F. B. Mulligan	...	3	...	...	.....	...	6	...	...	.....
	Do	A. K. Mackenzie	...	47	10	...	.....	...	57	7	...	.....
	Do Central	W. J. Barnes	...	12	1	...	.....	...	6	1	...	.....
	Do do	A. K. Mackenzie	...	2	...	...	.....	...	1	...	...	.....
	Corowa	J. S. M'Phillamy	...	43	1	...	.....	...	16	1	...	.....
	Do	W. H. Tietkens	...	42	1	...	.....	...	51	...	...	.....
	Gundagai	F. B. Mulligan	...	97	50	...	5	...	21	19	...	.....
	Do	A. K. Mackenzie	...	102	30	...	9	...	102	34	...	7
	Narrandera	W. H. Tietkens	...	49	25	...	1	...	82	30	...	1
	Do	W. J. Barnes	...	39	16	...	.....	...	26	12	...	22
	Tumbarumba	J. S. M'Phillamy	...	93	99	...	6	...	79	58	...	3
	Do	A. K. Mackenzie	...	19	8	...	.....	...	30	12	...	.....
	Do North	J. S. M'Phillamy	...	6	4	...	.....	...	2	2	...	.....
	Do do	A. K. Mackenzie	...	1	...	...	.....	...	1	...	...	.....
	Tumut	J. S. M'Phillamy	...	47	23	...	3	...	18	7	...	.....
	Do	A. K. Mackenzie	...	96	75	...	5	...	91	49	...	5
	Urana	W. J. Barnes	...	34	...	...	.....	...	11	...	...	.....
	Do	W. H. Tietkens	...	82	1	...	.....	...	85	1	...	.....
	Do	J. S. M'Phillamy	...	.....	...	...	.....	...	.....	...	...	17
	Wagga Wagga	F. B. Mulligan	...	170	20	...	.....	...	223	25	...	18
	Do	A. K. Mackenzie	...	26	...	...	.....	...	1	...	...	.....
	Do	W. H. Tietkens	...	2	...	...	.....	...	2	...	...	3
	Totals	.....	68	11,462	5,961	491	596	102	11,797	5,593	464	626

SCHEDULE LXXII.

RETURN of Applications for Permission to Ringbark for the Year 1894.

Land Board District.	Land District.	Applications made during 1894.						Applications made prior to 1894.			No. outstanding on 31 Dec., 1894.
		No. received.	Area applied for.	Fees lodged.	No. allowed.	Area allowed.	No. disallowed.	No. allowed.	Area allowed.	No. disallowed.	
			Acres.	£ s. d.		Acres.			Acres.		
Armidale	Armidale	.....	.....	.....	.....	.....	.....	3	7,680	.....	.....
	Glen Innes	.....	.....	.....	.....	.....	.....	1	500	.....	.....
	Inverell	1	720	3 0 0	1	720	.....	.....	.....	.....	.....
	Tenterfield	1	1,920	2 0 0	1	1,920	.....	.....	.....	.....	.....
Bourke	Bourke	12	416,840	42 0 0	8	253,240	.....	9	58,940	.....	4
	Brewarrina	10	268,529	51 0 0	9	266,609	.....	4	7,260	.....	1
	Cobar	10	100,960	45 0 0	6	67,840	1	3	34,928	.....	5
Cooma	Cooma	2	580	6 0 0	.....	.....	.....	.....	.....	.....	2
Dubbo	Coonamble	1	1,900	2 0 0	1	1,900	.....	1	740	.....	.....
	Dubbo	3	6,540	7 0 0	1	980	.....	2	3,809	.....	2
	Nyngan	1	70,000	5 0 0	1	70,000	.....	.....	.....	.....	.....
Forbes	Barmedman East	.....	.....	.....	.....	.....	.....	2	5,328	1	.....
	Forbes	2	4,420	5 0 0	2	4,420	.....	.....	.....	.....	.....
	Grenfell	4	3,012	8 0 0	1	200	.....	.....	.....	.....	3
Goulburn	Boorowa	1	326	2 0 0	.....	.....	1	.....	.....	.....	.....
Grafton	Kempsey	1	400	2 0 0	1	400	.....	1	1,920	.....	.....
Hay	Balranald	2	3,330	5 0 0	1	1,400	.....	.....	.....	.....	1
	Hillston North	2	22,280	10 0 0	1	12,750	.....	.....	.....	1	1
Maitland	Cassilis	2	10,240	7 0 0	1	1,920	.....	.....	.....	.....	1
	Scone	1	640	2 0 0	.....	.....	.....	1	1,200	.....	1
Moree	Bingara	5	73,160	16 0 0	.....	.....	1	.....	.....	.....	4
	Walgett	2	100,000	10 0 0	1	60,000	.....	.....	.....	.....	1
	Walgett North	19	135,375	65 0 0	10	64,136	1	2	11,520	.....	11
	Warialda	1	11,400	13 0 0	1	11,400	.....	.....	.....	.....	.....
Orange	Bathurst	2	3,640	6 0 0	2	3,640	.....	.....	.....	.....	.....
	Carcoar	6	3,987	12 0 0	1	197	.....	5	3,990	.....	5
	Cowra	1	800	3 0 0	.....	.....	.....	.....	.....	.....	1
	Molong	2	1,650	5 0 0	.....	.....	.....	.....	.....	.....	2
	Mudgee	4	4,212	8 0 0	2	1,500	.....	1	1,656	.....	2
	Rylstone	10	12,162	23 0 0	7	10,842	.....	1	320	.....	3
	Wellington	1	3,265	3 0 0	1	3,265	.....	.....	.....	.....	1
Tamworth	Coonabarrabran	7	19,980	17 0 0	1	4,620	.....	.....	.....	.....	6
	Narrabri	1	1,856	2 0 0	.....	.....	.....	.....	.....	.....	1
	Tamworth	1	1,000	3 0 0	.....	.....	.....	.....	.....	.....	1
Wagga Wagga	Albury	1	320	2 0 0	.....	.....	.....	.....	.....	1	4
	Cootamundra Central	.....	.....	.....	.....	.....	.....	3	7,013	.....	.....
	Tumut	.....	.....	.....	.....	.....	.....	1	1,280	.....	.....
	Totals	119	1,285,444	392 0 0	61	844,599	4	40	148,084	3	63

SCHEDULE LXXIII.

COMPARATIVE Statement of Letters Registered at Head Office during the Years 1893 and 1894.

Branch.	Documents Registered.		Increase.	Decrease.
	1893.	1894.		
Alienation	15,960	12,439	.....	3,521
Conditional sales	33,998	35,888	1,890	.....
Conditional leases	13,457	12,767	.....	690
Ministerial	13,070	12,384	.....	686
Miscellaneous	16,851	14,853	.....	1,998
Miscellaneous leases	10,145	9,757	.....	388
Occupation	10,708	10,767	59	.....
	114,189	108,855	1,949	7,283
			Net Decrease, 5,334.	

SCHEDULE LXXIV.

COMPARATIVE Statement of Manuscript Letters, Formal Documents, and Parcels despatched from Head Office during Years 1893 and 1894.

Year.	Manuscript Letters.	Formal Documents, including Printed Letters, Schedules, Executive Council Minutes, *Gazette* Notices, Books of Reference to Benches of Magistrates, and Plans of Roads to same.		Parcels.	Totals.
		Printed Letters, Executive Council Minutes, &c.	Schedules.		
1893	22,266	109,774	876	16,756	149,672
1894	20,643	108,318	831	15,271	145,063
Decrease	1,623	1,456	45	1,485	4,609

Telegrams sent during 1893	1,738
Telegrams sent during 1894	1,360
Decrease	378
Circulars sent during 1893	124
Circulars sent during 1894	126
Increase	2

SCHEDULE LXXV.

RETURN showing Number of Letters and Documents received at and despatched from the Head Offices of the Local Land Boards during the year ending 31st December, 1894.

Land Board District.	Received. No. of Letters and Circulars.	Despatched.			Total No. Despatched.
		Manuscript Letters.	Formal Documents (Partly printed and partly manuscript).	Parcels (Including Maps, &c.)	
Armidale	12,730	715	8,307	488	9,510
Bourke	4,356	746	2,313	91	3,150
Cooma	9,050	1,695	8,698	268	10,661
Dubbo	9,208	1,358	5,187	183	6,728
Forbes	8,607	802	7,842	544	9,188
Goulburn	7,844	743	7,282	535	8,560
Grafton	9,024	1,248	5,193	767	7,208
Hay	6,374	1,510	3,327	380	5,217
Maitland	10,321	1,140	10,535	575	12,250
Moree	6,887	662	4,789	296	5,747
Orange	15,483	1,105	17,888	383	19,376
Sydney	3,636	209	2,659	.....	2,868
Tamworth	10,838	2,115	10,552	455	13,122
Wagga Wagga	10,439	1,585	9,391	140	11,116
Totals	124,797	15,633	103,963	5,105	124,701

SCHEDULE LXXVI.

APPROXIMATE Statement of Area of Land Alienated and Unalienated in the Colony on the 31st December, 1894.

	Acres.
1. Area alienated in all forms prior to 1862	7,146,579
2. Area alienated by auction and, after auction, selection from 1st January, 1862, to 31st December, 1894	10,990,235
3. Area alienated by improvement and special purchase during the same period	2,796,997
4. Area alienated by conditional purchase during same period for which deeds have issued	2,462,636
5. Area alienated by all other forms during same period, including lands dedicated	947,793
Area alienated up to 31st December, 1894	24,344,240
6. Estimated area of unalienated land in the Colony on 31st December, 1894	171,537,911
Estimated area of Colony	195,882,151
Area under incomplete conditional purchase up to 31st December, 1894, exclusive of forfeitures, lapsings, cancellations, disallowances, and voidances	20,324,285

SCHEDULE

RETURN showing Areas under Several Classifications measured by Licensed

District Surveyors' Districts.		CLASS OF													
		Conditional Purchases.	Conditional Leases.	Anticipation.	Special Areas.	Country Auction.	Suburban Auction.	Town Auction.	Homestead Leases.	Special Leases.	Residential Leases.	Special Purchases, &c.	Reserves.	School Sites.
Armidale	No.	131	110	28	8	38	23	39	.....	5	.....	1	6	.....
	Area	14,066ac.	34,087ac.	4,988ac.	1,614ac.	2,539ac.	40ac.	14ac.	.....	356ac.	.....	½ac.	74ac.	.....
	Cost	£928 10s.	£1,182	£261 5s.	£80 10s.	£218 10s.	£14	£21 5s.	.....	£11 10s.	.....	22	£22	.....
	Average	1s. 3¼d.	6¼d.	1s. 2¼d.	1s. 1½d.	1s. 8½d.	17s. 11½d.	30s. 4½d.	.....	2s. 4d.	.....	£4	6s.	.....
Bourke	No.	1	1	.....	.....	.....	.....	271	47	11	.....	.....	22	2
	Area	640ac.	1,920ac.	.....	.....	.....	.....	78ac.	299,194ac.	258ac.	.....	.....	72,091ac.	8ac.
	Cost	£10 15s.	£19	.....	.....	.....	.....	£230	£1,151	£49 10s.	.....	.....	£296 10s.	£8 15s.
	Average	4d.	2¾d.	.....	.....	.....	.....	51s. 3d.	¾d.	3s. 10d.	.....	.....	½d.	9s. 4½d.
Cooma	No.	164	116	5	25	42	.....	49	.....	1	.....	1	1	3
	Area	11,894ac.	24,555ac.	337ac.	4,355ac.	3,735ac.	.....	22ac.	.....	134ac.	.....	6ac.	3ac.	12ac.
	Cost	£1,253	£1,232	£40 5s.	£234 5s.	£208 5s.	.....	£50	.....	£13	.....	£5 15s.	£2 15s.	£11 15s.
	Average	2s. 1½d.	11¼d.	1s. 6d.	1s. 2¼d.	1s. 7¼d.	.....	45s. 5d.	.....	1s. 11½d.	.....	19s. 2d.	18s. 4d.	19s. 7d.
Dubbo	No.	58	45	.....	1	76	15	269	77	.....	.....	.....	15	.....
	Area	8,889ac.	21,305ac.	.....	76ac.	4,942ac.	1,588ac.	1,588ac.	66ac.	.....	.....	.....	160ac.	.....
	Cost	£383 5s.	£584	.....	£5 5s.	£104 5s.	£303 5s.	£303 5s.	£90 15s.	.....	.....	.....	£36 5s.	.....
	Average	10¼d.	6¼d.	.....	1s. 4½d.	5¼d.	4s. 7¼d.	24s. 5¼d.	24s. 5¼d.	.....	.....	.....	4s. 6¼d.	.....
Forbes	No.	42	24	34	10	89	9	84	.....	.....	.....	.....	7	4
	Area	7,370ac.	15,092ac.	19,394ac.	3,200ac.	24,478ac.	223ac.	148ac.	.....	.....	.....	.....	87ac.	18ac.
	Cost	£272 10s.	£200	£266 5s.	£77 15s.	£602 15s.	£13 5s.	£180	.....	.....	.....	.....	£24	£11 15s.
	Average	8¼d.	4¼d.	3¾d.	5¾d.	5¾d.	11s. 6½d.	24s. 1¾d.	.....	.....	.....	.....	5s. 6d.	13s. 0½d.
Goulburn	No.	92	61	1	12	22	6	1	.....	.....	.....	.....	5	1
	Area	7,062ac.	14,549ac.	12ac.	597ac.	493ac.	29ac.	½ac.	.....	.....	.....	.....	165ac.	2ac.
	Cost	£639	£721	£3 10s.	£70 10s.	£88	£21	£1	.....	.....	.....	.....	£22 10s.	£4
	Average	1s. 9½d.	11¼d.	5s. 10d.	2s. 4½d.	3s. 8d.	16s. 1½d.	£4	.....	.....	.....	.....	4s. 8½d.	£2
Grafton	No.	51	14	2	25	10	82	82	.....	5	.....	1	15	3
	Area	4,458ac.	2,422ac.	64ac.	1,553ac.	734ac.	386ac.	25ac.	.....	190ac.	.....	½ac.	130ac.	14ac.
	Cost	£488	£284	£17 5s.	£161	£102	£251	£74 15s.	.....	£41 5s.	.....	£6	£38 15s.	£16
	Average	2s. 2½d.	1s. 6½d.	5s. 4½d.	2s. 0½d.	2s. 9½d.	7s. 9d.	59s. 9½d.	.....	4s. 4d.	.....	£12	5s. 11½d.	22s. 10d.
Hay	No.	14	4	5	10	66	.....	.....	3	1	.....	.....	.....	.....
	Area	3,943ac.	3,555ac.	1,878ac.	4,128ac.	26,140ac.	.....	.....	7,680ac.	2ac.	.....	.....	.....	.....
	Cost	£77 10s.	£48 10s.	£56 5s.	£65	£483 15s.	.....	.....	£38 10s.	£2 15s.	.....	.....	.....	.....
	Average	6¼d.	2¾d.	7¼d.	3¾d.	4¼d.	.....	.....	1¾d.	2s. 6d.	.....	.....	.....	.....
Maitland	No.	119	77	291	6	53	31	46	.....	3	.....	1	30	2
	Area	12,411ac.	26,603ac.	14,393ac.	302ac.	2,504ac.	72ac.	23ac.	.....	10ac.	.....	½ac.	2,107ac.	16ac.
	Cost	£990 5s.	£1,005 10s.	£1,023 15s.	£24 15s.	£273 15s.	£40 5s.	£28 15s.	.....	£21 15s.	.....	£2 10s.	£210	£10 15s.
	Average	1s. 7¼d.	9d.	1s. 5d.	1s. 7½d.	2s. 2¼d.	11s. 2½d.	25s.	.....	43s. 6d.	.....	£5	2s.	13s. 5½d.
Moree	No.	90	106	1	.....	61	6	1	3	.....	.....	.....	11	.....
	Area	34,860ac.	83,577ac.	40ac.	.....	18,856ac.	9ac.	1ac.	17,835ac.	.....	.....	.....	16,929ac.	.....
	Cost	£952	£1,392	£5 5s.	.....	£407 15s.	£8 10s.	£2 5s.	£101 15s.	.....	.....	.....	£109 5s.	.....
	Average	6½d.	4d.	2s. 7½d.	.....	7d.	16s. 10½d.	45s.	1¾d.	.....	.....	.....	2½d.	.....
Orange	No.	184	131	9	7	51	29	82	.....	2	.....	.....	6	3
	Area	22,531ac.	46,189ac.	1,300ac.	904ac.	2,614ac.	205ac.	27ac.	.....	101ac.	.....	.....	940ac.	10ac.
	Cost	£1,432	£1,455	£63 15s.	£77	£203 15s.	£65 10s.	£56 10s.	.....	£0	.....	.....	£46	£7 15s.
	Average	1s. 9½d.	7½d.	1s. 0½d.	1s. 8¾d.	1s. 6½d.	6s. 4½d.	41s. 1d.	.....	1s. 2½d.	.....	.....	11½d.	15s. 6d.
Sydney	No.	58	24	5	108	26	.....	.....	.....	.....	.....	4	17	2
	Area	4,222ac.	6,333ac.	207ac.	5,136ac.	1,219ac.	.....	.....	.....	.....	.....	51ac.	680ac.	4ac.
	Cost	£571 5s.	£400	£42 15s.	£757 15s.	£167	.....	.....	.....	.....	.....	£20 10s.	£130 5s.	£8 5s.
	Average	2s. 8½d.	1s. 8½d.	4s. 1½d.	2s. 11¾d.	2s. 8½d.	.....	.....	.....	.....	.....	9s. 9½d.	5s. 5½d.	31s. 3d.
Tamworth	No.	159	127	101	34	19	1	40	.....	1	.....	.....	1	1
	Area	23,071ac.	62,960ac.	36,629ac.	4,947ac.	1,256ac.	2ac.	18½ac.	.....	10ac.	.....	.....	52ac.	2ac.
	Cost	£1,155	£1,564	£858	£236 5s.	£55	£1 10s.	£37 10s.	.....	£3	.....	.....	£4 10s.	£3 10s.
	Average	1s.	6d.	5¼d.	11¼d.	10½d.	15s.	29s. 4d.	.....	6s.	.....	.....	1s. 8½d.	35s.
Wagga Wagga	No.	81	36	165	.....	154	118	191	.....	2	.....	.....	12	3
	Area	14,430ac.	10,863ac.	22,685ac.	.....	2,308ac.	671ac.	58ac.	.....	54ac.	.....	.....	4,807ac.	12ac.
	Cost	£495	£377 10s.	£1,112 10s.	.....	£286 5s.	£161 5s.	£83 15s.	.....	£9 10s.	.....	.....	£118	£6 10s.
	Average	8½d.	8¾d.	8¼d.	.....	2s. 0½d.	4s. 8½d.	28s. 8½d.	.....	3s. 6d.	.....	.....	5¼d.	10s. 10d.
Total No.		1,251	678	637	346	638	574	893	53	31	.....	8	148	24
Total Area		189,201ac.	353,274ac.	111,529ac.	25,812ac.	86,749ac.	3,241ac.	483ac.	324,729ac.	1,115ac.	.....	61ac.	98,145ac.	98ac.
Total Cost		£9,659	£10,424 10s.	£3,755 15s.	£1,330	£3,299	£952 10s.	£806 10s.	£1,311 5s.	£188 5s.	.....	£39 15s.	£1,167 15s.	£82
Average per Acre		1s. 1¼d.	7d.	5¼d.	1s. 5d.	9¾d.	5s. 10¾d.	£1 13s. 4¾d.	¾d.	8s. 4½d.	.....	13s. 0½d.	2¼d.	16s. 8¾d.

LXXVII.

Surveyors on Fees during the year 1894 in New South Wales.

MEASUREMENT.

Cemeteries.	Amendments.	Miscellaneous.	Exchange Areas.	Total for 1894.	Total for 1893.	——	Roads, 4 Wm. IV., No. II.	Alignments.	Feature, Geographical.	Boundaries, Pastoral Holdings.	Check.	Miscellaneous.	Total for 1894.	Total for 1893.
3 22ac. £19 10s. 17s. 8½d.	.....	11 82ac. £39 9s. 6d.	2 268ac. £38 2s. 10½d.	899 57,510ac. £2,908 1s. 0¼d.	692 92,147ac. £4,091 5s. 10½d.	No. Length Cost Average	13 1,292chs. £83 5s. 1s. 4½d.	.....	4 4,239chs. £153 15s. 8½d.	.....	.....	6 1,062chs. £41 15s. 9¾d.	23 6,503chs. £278 15s. 10½d.	17 4,762chs. £219 11s. 11d.
2 10ac. £7 15s. 15s. 6d.	.....	16 1,544ac. £56 8½d.	3 2,868ac. £31 2¾d.	331 378,316ac. £1,823 5s. 1¼d.	218 622,329ac. £2,982 5s. 1½d.	No. Length Cost Average	4 2,494chs. £81 10s. 7¾d.	.....	1 152chs. £5 10s. 8¾d.	3 5,178chs. £178 8½d.	.....	5 1,027chs. £31 15s. 8d.	13 8,851chs. £298 15s. 8d.	28 19,740chs. £716 5s. 8¼d.
1 14ac. £11 15s. 16s. 9½d.	.....	9 33ac. £26 15s. 16s. 2½d.	.....	417 45,510ac. £3,219 10s. 1s. 5d.	442 40,402ac. £3,388 2s. 1s. 7½d.	No. Length Cost Average	2 104chs. £10 1s. 11d.	.....	1 149chs. £6 9¾d.	.....	.....	3 150chs. £5 5s. 8½d.	6 403chs. £21 5s. 1s. 0½d.	5 352chs. £21 15s. 1s. 2¾d.
....	.....	7 061ac. £34 1s. 6½d.	22 25,245ac. £464 10s. 4d.	514 62,342ac. £3,010 10s. 7¼d.	677 86,128ac. £2,765 5s. 7¾d.	No. Length Cost Average	9 3,880chs. £247 10s. 1s. 3½d.	.....	....	1 55chs. £4 1s. 5½d.	.....	....	10 3,941chs. £251 10s. 1s. 3¾d.	8 2,028chs. £117 10s. 1s. 1½d.
1 7ac. £7 15s. 22s. 1½d.	.....	10 66ac. £28 5s. 8s. 8½d.	33 12,796ac. £364 6½d.	347 83,180ac. £2,108 5s. 6d.	737 69,707ac. £2,372 15s. 8½d.	No. Length Cost Average	11 9,407chs. £464 5s. 11¼d.	.....	....	1 237chs. £10 10s. 10½d.	.....	....	12 9,644chs. £474 15s. 11½d.	14 5,699chs. £242 10s. 10½d.
....	.....	3 14ac. £9 12s. 10d.	....	204 23,862ac. £1,577 10s. 1s. 4½d.	735 52,230ac. £2,782 5s. 1s. 5½d.	No. Length Cost Average	....	.....	....	....	.....	1 162chs. £11 10s. 1s. 5d.	1 162chs. £11 10s. 1s. 5d.	13 1,934chs. £143 15s. 1s. 5½d.
....	.....	2 10½ac. £8 15s. 7½d.	....	292 10,195ac. £1,365 2s. 8½d.	675 27,122ac. £2,935 10s. 2s. 1½d.	No. Length Cost Average	15 3,764chs. £420 15s. 2s. 2¾d.	.....	1 15chs. £2 2s. 8d.	.....	.....	1 172chs. £12 10s. 1s. 5½d.	17 3,951chs. £435 5s. 2s. 2½d.	51 17,291chs. £1,329 1s. 5d.
....	.....	....	6 26,792ac. £159 1½d.	109 73,108ac. £361 5s. 3¾d.	109 193,577ac. £1,980 15s. 1¼d.	No. Length Cost Average	1 866chs. £49 5s. 1s. 1½d.	.....	....	....	.....	2 262chs. £5 4½d.	3 1,128chs. £54 5s. 11½d.	7 1,956chs. £102 5s. 1s. 0½d.
2 19ac. £14 14s. 8½d.	.....	16 714ac. £20 15s. 2s. 3d.	2 20ac. £11 10s. 7s. 11d.	649 59,206ac. £4,738 5s. 1s. 3½d.	1,043 63,915ac. £4,525 5s. 1s. 4¼d.	No. Length Cost Average	17 3,228chs. £267 1s. 7¾d.	.....	4 1,017chs. £46 15s. 11d.	.....	.....	7 1,968chs. £46 15s. 8½d.	28 5,613chs. £300 10s. 1s. 3½d.	32 17,669chs. £884 15s. 7¾d.
2 26ac. £17 10s. 13s. 5½d.	.....	5 1,496ac. £58 10s. 9¾d.	23 19,590ac. £372 4½d.	325 168,238ac. £3,489 15s. 4¾d.	364 336,874ac. £5,157 5s. 3¾d.	No. Length Cost Average	4 841chs. £45 5s. 1s. 0¾d.	.....	....	5 1,311chs. £67 1s. 0¼d.	.....	2 218chs. £7 10s. 8¼d.	11 2,370chs. £119 15s. 1s.	11 2,336chs. £85 15s. 8½d.
....	.....	22 2,436ac. £112 10s. 11d.	....	527 76,257ac. £3,520 15s. 11d.	839 121,910ac. £6,763 10s. 11¾d.	No. Length Cost Average	19 2,481chs. £197 1s. 7d.	.....	4 954chs. £40 5s. 9¾d.	.....	.....	23 5,484chs. £216 10s. 9¼d.	46 8,929chs. £453 15s. 1s.	38 6,840chs. £400 1s. 5¼.
3 129ac. £69 15s. 10s. 0¾d.	.....	5 11ac. £16 10s. 30s.	....	352 17,874ac. £2,238 2s. 5¼d.	360 22,556ac. £3,215 10s. 1s. 11¼d.	No. Length Cost Average	6 418chs. £39 1s. 10¾d.	.....	1 114chs. £8 15s. 1s. 6¾d.	.....	.....	5 330chs. £22 1s. 4d.	12 862chs. £69 15s. 1s. 7¾d.	12 1,715chs. £93 15s. 1s. 1½d.
1 1ac. £2 5s. 45s.	.....	7 23ac. £24 30s.	107 48,288ac. £1,007 5d.	833 177,330ac. £4,980 10s. 6¾d.	852 156,575ac. £5,280 5s. 8d.	No. Length Cost Average	11 1,701chs. £119 1s. 4¼d.	.....	3 1,301chs. £53 9¾d.	.....	.....	4 381chs. £14 5s. 8¼d.	18 3,383chs. £186 5s. 1s. 1½d.	16 1,677chs. £97 1s. 0¾d.
1 10ac. £6 12s.	.....	11 32,295ac. £175 10s. 1½d.	53 24,998ac. £612 15s. 5¼d.	772 123,702ac. £3,444 10s. 6¼d.	530 62,574ac. £2,586 9¾d.	No. Length Cost Average	13 1,515chs. £115 5s. 1s. 6¾d.	.....	1 64chs. £3 10s. 1s. 1¼d.	.....	.....	1 76chs. £3 5s. 10½d.	15 1,655chs. £122 1s. 5¾d.	12 5,323chs. £301 1s. 1½d.
16	.....	133	268	5,745	8,814	Total No.	125	.....	20	10	.....	60	235	204
248ac.	.....	30,432ac.	160,649ac.	1,375,727ac.	1,959,156ac.	Total Length	31,907chs.	.....	8,035chs.	6,781chs.	.....	10,672chs.	57,395chs.	89,522chs.
£156 5s.	.....	£967 15s.	£3,020 15s.	£37,361	£49,262	Total Cost	£2,139	.....	£319 10s.	£259 10s.	.....	£420	£3,138	£4,351 15s.
12s. 7d.	.....	4d.	4½d.	6¼d.	6d.	Average ℔ chain	1s. 4d.	.....	9½d.	9½d.	.....	9¾d.	1s. 1½d.	11¼d.

SCHEDULE

Return showing Areas under several Classifications measured by

Land Districts.	CLASS OF													
	Conditional Purchases.	Conditional Leases.	Anticipation.	Special Areas.	Country Auction.	Suburban Auction.	Town Auction.	Homestead Leases.	Special Leases.	Residential Leases.	Special Purchases, &c.	Reserves.	School Sites.	Cemeteries.
Armidale—														
Area	.....	.....	.....	.....	.....	33ac.	20ac.	.....	91ac.	10ac.	.....	.....	4ac.	5½ac.
Cost	.....	.....	.....	.....	.....	£7 13s. 6d.	£32 10s. 4d.	.....	£17 14s. 2d.	£5 6s. 3d.	.....	.....	£3 6s. 9d.	£74 1s. 2d.
Average	.....	.....	.....	.....	.....	4s. 8d.	32s. 6d.	.....	3s. 10½d.	10s. 7½d.	.....	.....	23s. 8¾d.	31s. 1¼d.
Bourke—														
Area	.....	.....	.....	.....	190ac.	.....	15ac.	9,202ac.	125ac.	10ac.	.....	123ac.	½ac.	½ac.
Cost	.....	.....	.....	.....	£24 15s.	.....	£11 5s.	£30 11s. 3d.	£6 9s. 4d.	£1 17s. 6d.	.....	£9	£2 2s. 6d.	17s. 6d.
Average	.....	.....	.....	.....	2s. 7¼d.	.....	15s.	¾d.	1s. 0½d.	3s. 9d.	.....	1s. 6d.	85s.	35s.
Cooma—														
Area	3,146ac.	3,731ac.	.....	2,004ac.	1,479ac.	5ac.	.....	.....	240ac.	10ac.	.....	581ac.	2ac.	6ac.
Cost	£306 6s. 2d.	£202 6s. 3d.	.....	£246 5s. 5d.	£235 16s. 6d.	£8 12s.	.....	.....	£30 3s. 9d.	£10 9s. 10d.	.....	£49 8s. 3d.	£2 7s. 6d.	£3 3s. 4d.
Average	1s. 11½d.	1s. 1d.	.....	2s. 5¾d.	3s. 10½d.	34s. 5d.	.....	.....	2s. 8d.	20s. 11¾d.	.....	1s. 8d.	23s. 0d.	10s. 6½d.
Dubbo—														
Area	.....	.....	.....	.....	.....	.....	1ac.	.....	.....	.....	.....	12½ac.	.....	.....
Cost	.....	.....	.....	.....	.....	.....	£7 18s. 9d.	.....	.....	.....	.....	£5 6s. 6d.	.....	.....
Average	.....	.....	.....	.....	.....	.....	159s. 9d.	.....	.....	.....	.....	8s. 8d.	.....	.....
Forbes—														
Area	808ac.	60ac.	175ac.	.....	.....	20ac.	552ac.	.....	.....	.....	.....	158ac.	17ac.	8ac.
Cost	£37 3s.	£3 13s. 7d.	£7 12s. 8d.	.....	.....	£20 2s. 3d.	£130 4s.	.....	.....	.....	.....	£19 7s. 8d.	£13 7s. 2d.	£14 9s.
Average	11d.	10½d.	10½d.	.....	.....	20s. 1d.	0s. 6½d.	.....	.....	.....	.....	2s. 5½d.	15s. 8½d.	28s. 7½d.
Goulburn—														
Area	403ac.	1,261ac.	.....	.....	872ac.	26½ac.	2ac.	.....	.....	.....	.....	160ac.	8ac.	18½ac.
Cost	£47 8s. 10d.	£123 6s. 2d.	.....	.....	£90 1s. 6d.	£26 16s.	£8 16s. 2d.	.....	.....	.....	.....	£89 2s. 8d.	£22 12s.	£10 16s. 5d.
Average	2s. 4½d.	1s. 11½d.	.....	.....	1s. 10d.	22s. 6d.	88s. 1d.	.....	.....	.....	.....	11s. 1¾d.	56s. 6s.	22s. 6d.
Grafton—														
Area	505ac.	334ac.	.....	.....	1,051ac.	86ac.	.....	.....	31ac.	16ac.	.....	35½ac.	26½ac.	27⅞ac.
Cost	£69/13/10	£21 3s.	.....	.....	£297 19s. 10d.	£31 4s. 3d.	.....	.....	£8 2s. 8d.	£12 19s. 1d.	.....	£36 4s.	£43 7s.	£49 4s. 7d.
Average	2s. 9d.	1s. 3d.	.....	.....	5s. 9d.	7s. 3d.	.....	.....	5s. 3d.	15s. 9¾d.	.....	20s. 5d.	31s.	35s. 9½d.
Hay—														
Area	684ac.	1,161ac.	.....	.....	21,672ac.	4½ac.	40ac.	57,339ac.	312ac.	.....	.....	1,117ac.	.....	.....
Cost	£22 16s.	£35 18s. 1d.	.....	.....	£362 12s. 3d.	£27/16/10	£48 2s. 11d.	£377/14/7	£8 18s. 10d.	.....	.....	£20 12s. 7d.	.....	.....
Average	6¾d.	7d.	.....	.....	4d.	123s. 9d.	24s. 1d.	1½d.	6¾d.	.....	.....	4½d.	.....	.....
Maitland—														
Area	200ac.	150ac.	40ac.	.....	26ac.	.....	.....	.....	163ac.	.....	.....	198ac.	10ac.	1½ac.
Cost	£28 2s. 4d.	£4 19s.	£4 19s.	.....	£8 18s. 3d.	.....	.....	.....	£25 5s. 6d.	.....	.....	£44 10s. 5d.	£4 4s. 3d.	£8 18s. 3d.
Average	2s. 9½d.	7¼d.	2s. 5½d.	.....	7s. 1½d.	.....	.....	.....	3s. 2¼d.	.....	.....	7s. 0¾d.	8s. 5d.	118s. 10d.
Moree—														
Area	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Cost	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Average	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Orange—														
Area	.....	.....	.....	.....	3ac.	19ac.	.....	.....	.....	.....	.....	12ac.	.....	.....
Cost	.....	.....	.....	.....	£6 18s. 3d.	£5 6s. 9d.	.....	.....	.....	.....	.....	£4 18s. 9d.	.....	.....
Average	.....	.....	.....	.....	46s. 1d.	5s. 7¼d.	.....	.....	.....	.....	.....	8s. 2¾d.	.....	.....
Sydney—														
Area	891ac.	283ac.	.....	76ac.	952ac.	213ac.	169ac.	.....	24½ac.	.....	25ac.	432ac.	3½ac.	28ac.
Cost	£125/19/7	£49 4s. 10d.	.....	£11 6s. 3d.	£166 13s. 0d.	£79 13s. 2d.	£225 5s. 2d.	.....	£190 4s. 6d.	.....	£218 15s. 6d.	£151 14s. 5d.	£5 9s. 3d.	£20 3s. 2d.
Average	4s. 3d.	3s. 5¼d.	.....	2s. 11½d.	3s. 10½d.	7s. 6d.	26s. 7¼d.	.....	122s. 7¾d.	.....	175s.	7s. 0¾d.	31s. 2¾d.	15s. 4d.
Tamworth—														
Area	360ac.	1,489ac.	.....	.....	.....	.....	.....	.....	.....	.....	.....	20ac.	.....	.....
Cost	£29 9s. 2d.	£62/14/11	.....	.....	.....	.....	.....	.....	.....	.....	.....	£4 18s. 4d.	.....	.....
Average	1s. 7½d.	10d.	.....	.....	.....	.....	.....	.....	.....	.....	.....	4s. 11d.	.....	.....
Wagga Wagga—														
Area	160ac.	.....	.....	.....	4,808ac.	2½ac.	1ac.	.....	.....	.....	.....	840ac.	.....	.....
Cost	£5 0s.	.....	.....	.....	£292 12s. 0d.	£15 4s. 9d.	£2 16s. 7d.	.....	.....	.....	.....	£18 11s.	.....	.....
Average	8d.	.....	.....	.....	1s. 2¼d.	121s. 11d.	59s. 7d.	.....	.....	.....	.....	7d.	.....	.....
Total Area	7,057ac.	8,460ac.	215ac.	2,080ac.	31,023ac.	409½ac.	800ac.	66,581ac.	986½ac.	46ac.	25ac.	3,412ac.	73½ac.	105½ac.
Total Cost	£672/4/11	£500/5/10	£12 11s. 9d.	£257/12/7	£1,326/12/7	£225 0s. 6d.	£516/10/11	£408/5/10	£246/18/9	£20 6s. 8d.	£218 15s. 6d.	£453 14s. 7d.	£96 16s. 5d.	£137 13s. 5d.
Average	1s. 10½d	1s. 2½d.	1s. 2d.	2s. 5½d.	11¾d.	11s. 0¼d.	12s. 11d.	1¾d.	5s.	13s. 2¼d.	£8 15s.	2s. 7¾d.	£1 6s. 10¼d.	£1 6s. 1d.

LXXVIII.

Surveyors on Salary during the Year 1894 in New South Wales.

MEASUREMENT.

Amendments.	Miscellaneous.	Exchange Areas.	Total for 1894.	Total for 1893.	—	Roads, 4 Wm. IV, No. 11.	Alignments.	Features, Geographical.	Boundaries Pastoral Holdings.	Check.	Miscellaneous.	Total for 1894.	Total for 1893.
84ac. £28 1s. 6s. 8d.	20ac. £13 8s. 9d. 13s. 5½d.	…… …… ……	257½ac. £124 1s. 11d. 9s. 5½d.	369ac. £111 10s. 6d. 6s. 0½d.	Length Cost … Average	4,976chs. £285 5s. 5d. 1s. 1½d.	…… …… ……	…… …… ……	…… …… ……	5,955chs. £239 18s. 4d. 9½d.	251chs. £30 3s. 5d. 8½d.	11,782chs. £555 7s. 3d. 10½d.	15,468chs. £680 19s. 1d. 11¼d.
…… …… ……	…… …… ……	40ac. £3 7s. 6d. 1s. 8½d.	9,703ac. £90 5s. 7d. 2½d.	150ac. £39 13s. 8d. 4s. 4½d.	Length Cost … Average	4,000chs. £102 6d.	547chs. £341 10s. 8s. 10d.	…… …… ……	…… …… ……	10,503chs. £235 9s. 4d. 5½d.	700chs. £64 1s. 10d.	15,750chs. £702 19s. 4d. 10½d.	20chs. £3 1s. 6d. 2s. 0½d.
2,273ac. £164 1s. 9d. 1s. 5½d.	896ac. £96 7s. 8d. 1s. 11d.	…… …… ……	14,358ac. £1,395 8s. 5d. 1s. 11½d.	12,416ac. £821 6s. 9d. 1s. 3½d.	Length Cost … Average	2,737chs. £289 7s. 8d. 2s. 2d.	…… …… ……	893chs. £57 13s. 10d. 1s. 3½d.	…… …… ……	…… …… ……	284chs. £25 6s. 1s. 9½d.	3,913chs. £381 7s. 6d. 1s. 11½d.	2,948chs. £251 6s. 11d. 1s. 8½d.
6,143ac. £38 10s. 11d. 3½d.	…… …… ……	…… …… ……	6,156ac. £101 17s. 2d. 3½d.	1,406ac. £76 3s. 3d. 1s. 1d.	Length Cost … Average	323chs. £43 8s. 3d. 2s. 2½d.	…… …… ……	530chs. £10 13s. 4½d.	…… …… ……	…… …… ……	407chs. £42 1s. 3d. 2s. 0½d.	1,346chs. £96 0s. 6d. 1s. 5d.	4,731chs. £273 7s. 8d. 1s. 1½d.
359ac. £14 14s. 6d. 9½d.	2½ac. £5 0s. 2d. 44s. 6d.	40ac. £5 7s. 1d. 2s. 8d.	2,197ac. £317 1s. 7d. 2s. 10½d.	1,740ac. £73 19s. 6d. 10½d.	Length Cost … Average	3,598chs. £161 17s. 10d. 10½d.	…… …… ……	…… …… ……	…… …… ……	820chs. £22 8s. 6d. 6½d.	736chs. £45 4s. 6d. 1s. 3d.	5,154chs. £230 10s. 10d. 10½d.	15,829chs. £443 11s. 8d. 6½d.
2,867ac. £54 0s. 8d. 4½d.	½ac. £10 3s. 4d. 406s. 8d.	…… …… ……	5,618ac. £424 3s. 9d. 1s. 6½d.	1,289ac. £372 13s. 4s. 2½d.	Length Cost … Average	1,864chs. £312 13s. 6d. 5s. 6d.	…… …… ……	1,701chs. £134 4s. 1s. 6½d.	…… …… ……	909chs. £78 5s. 8d. 1s. 6½d.	1,047chs. £165 8s. 10d. 3s. 3d.	5,521chs. £690 17s. 3s. 2½d.	9,583chs. £1,181/7/2 2s. 5½d.
983ac. £115 2s. 11d. 2s. 4d.	…… …… ……	…… …… ……	3,097ac. £684 18s. 4s. 5½d.	1,505ac. £297 8s. 6d. 3s. 11½d.	Length Cost … Average	3,553chs. £658 15s. 2d. 3s. 8½d.	…… …… ……	985chs. £27 1s. 2d. 1s. 5½d.	…… …… ……	3,711chs. £214 9s. 9d. 1s. 1½d.	1,468chs. £303 4s. 9d. 4s. 1½d.	9,097chs. £1,203/10/10 2s. 7½d.	15,066chs. £1,661/5/2 2s. 2½d.
1,178ac. £15 9s. 2d. 2½d.	7,830ac. £94 18s. 9d. 3d.	6,517ac. £106/16/10 3½d.	37,894ac. £1,116/16/10 2½d.	85,697ac. £389 13s. 6d. 2½d.	Length Cost … Average	5,842chs. £267 15s. 4d. 11d.	…… …… ……	…… …… ……	…… …… ……	2,393chs. £36 10s. 11d. 8½d.	826chs. £20 12s. 4d. 8½d.	9,061chs. £383 13s. 7d. 10½d.	9,361chs. £364 18s. 6d. 8½d.
712ac. £31 10s. 6d. 10½d.	½ac. £3 13s. 9d. 29½s.	…… …… ……	1,428ac. £165 0s. 3d. 2s. 3½d.	3,390ac. £268 1s. 6d. 1s. 7d.	Length Cost … Average	7,606chs. £373 6s. 8d. 2s. 3½d.	188chs. £81 16s. 6d. 8s. 8½d.	1,691chs. £217 7s. 7d. 2s. 9½d.	…… …… ……	6,401chs. £208 18s. 5d. 11d.	1,757chs. £297 9s. 4d. 2s. 6½d.	17,643chs. £1,713 18s. 7d. 1s. 11½d.	16,642chs. £1,394/15/7 1s. 8d.
…… …… ……	…… …… ……	…… …… ……	…… …… ……	10,877ac. £115 12s. 4d. 3½d.	Length Cost … Average	…… …… ……	…… …… ……	…… …… ……	…… …… ……	…… …… ……	8chs. £3 5s. 9d. 8s. 3½d.	8chs. £3 5s. 9d. 8s. 2½d.	3,985chs. £321 10s. 3d. 1s. 7½d.
456ac. £31 2s. 1s. 4½d.	1,007ac. £130 3s. 9d. 2s. 7d.	…… …… ……	1,497ac. £178 9s. 2s. 4½d.	1,983ac. £251 19s. 3d. 2s. 6½d.	Length Cost … Average	2,911chs. £334 11s. 5d. 2s. 5½d.	…… …… ……	4,706chs. £324 14s. 9d. 11½d.	…… …… ……	8,534chs. £398 13s. 11d. 11d.	1,166chs. £99 11s. 2d. 1s. 8½d.	17,319chs. £1,047 11s. 3d. 1s. 2½d.	11,969chs. £653 8s. 1d. 1s. 1d.
2621ac. £321 28s. 3d. 1s. 7½d.	125ac. £74 11s. 2d. 11s. 11d.	…… …… ……	3,106ac. £1,347 18s. 8d. 8s. 8d.	7,485ac. £1,566/17/4 5s. 3½d.	Length Cost … Average	3,772chs. £725 4s. 4d. 3s. 10d.	1,371chs. £435 3s. 8d. 6s. 4d.	5,067chs. £379 5s. 4d. 1s. 5½d.	…… …… ……	1,226chs. £60 16s. 6d. 11½d.	2,004chs. £217 2s. 1d. 1s. 5½d.	14,460chs. £1,817/11/11 2s. 6½d.	14,204chs. £1,928/12/5 2s. 8½d.
4,112ac. £36 19s. 2½d.	230ac. £14 2s. 6d. 1s. 1½d.	…… …… ……	6,222ac. £148 3s. 11d. 5½d.	21,845ac. £804 11s. 11d. 7½d.	Length Cost … Average	270chs. £44 6s. 3s. 3½d.	…… …… ……	…… …… ……	…… …… ……	16,188chs. £567 18s. 2d. 8½d.	675chs. £33 18s. 11d. 1s. 5d.	16,931chs. £646 3s. 1d. 9½d.	2,817chs. £205 5s. 8d. 1s. 5½d.
302ac. £13 5s. 1s. 3½d.	…… …… ……	…… …… ……	5,273ac. £348 1s. 10d. 1s. 2½d.	1,676ac. £133 5s. 2d. 1s. 7d.	Length Cost … Average	2,665chs. £174 19s. 7d. 1s. 3½d.	…… …… ……	…… …… ……	…… …… ……	3,089chs. £96 4s. 11d. 7½d.	…… …… ……	5,754chs. £271 4s. 6d. 11½d.	1,3104chs. £704 10s. 2d. 1s. 0½d.
10,611ac.	9,381ac.	6,597ac.	157,413ac.	155,837ac.	Total Length	44,183chs.	2,106chs.	14,994chs.	……	59,737chs.	12,729chs.	133,732chs.	136,313chs.
£647 15s. 8d.	£432 8s. 4d.	£115/11/5	£8,502 3s. 5d.	£6,152/14/3	Total Cost	£4,462/14/3	£758 10s. 3d.	£1,070/19/8	……	£2,344/14/5	£1,287 8s. 4d.	£9,924 6s. 10d.	£10,067/0/3
3d.	10½d.	4½d.	9½d.	9½d.	Average	2s. 0½d.	7s. 2½d.	1s. 5½d.	……	9½d.	2s. 0½d.	1s. 5½d.	1s. 5½d.

SCHEDULE LXXIX.

Synopsis of Returns showing cost of measurement and Areas measured by Salaried Surveyors and Surveyors on Fees, during the Years 1888–1894, in New South Wales.

Land Districts.		AREA MEASUREMENT.													
		1888.		1889.		1890.		1891.		1892.		1893.		1894.	
		Fees.	Salary.*	Fees.	Salary.	Fees.	Salary.	Fees.	Salary.	Fees.	Salary.	Fees.	Salary.	Fees.	Salary.
Armidale	Area	67,123ac.	.....	92,444ac.	6,406ac.	201,253ac.	1,434ac.	434,055ac.	12,630ac.	141,050ac.	2,052ac.	93,147ac.	309ac.	57,516ac.	267ac.
	Cost	£2,745	.....	£3,261	£749 10s.	£5,871 10s.	£383 15s.	£14,214	£870	£5,897 10s.	£255 14s. 8d.	£4,091 5s.	£111 10s. 6d.	£2,909	£124 1s. 11d.
	Average	9½d.	.....	8½d.	2s. 4d.	7d.	1s. 4d.	7½d.	1s. 6½d.	10d.	2s. 6½d.	10½d.	8s. 0½d.	1s. 0½d.	8s. 5½d.
Bourke	Area	529,903ac.	.....	700,818ac.	1,147ac.	2,004,560ac.	12,168ac.	893,624ac.	39,805ac.	1,006,929ac.	21,727ac.	622,329ac.	180ac.	379,318ac.	9,703ac.
	Cost	£2,657	.....	£2,727	£175 10s.	£6,637 10s.	£333 15s.	£3,770	£605 5s.	£3,401	£455 10s.	£2,282 5s.	£29 18s. 8d.	£1,823 5s.	£90 5s. 7d.
	Average	1¼d.	.....	¾d.	3s. 0½d.	¾d.	6½d.	1d.	4½d.	¾d.	5d.	1½d.	4s. 4½d.	1½d.	2½d.
Cooma	Area	36,001ac.	.....	47,400ac.	16,785ac.	89,105ac.	18,304ac.	208,991	22,168ac.	184,464ac.	24,634ac.	49,402ac.	12,418ac.	45,510ac.	14,353ac.
	Cost	£2,905	.....	£3,337	£1,022 5s.	£4,044 10s.	£1,076 10s.	£10,896	£792	£5,803	£816 2s. 6d.	£3,209 5s.	£321 6s. 9d.	£3,219 10s.	£1,395 0s. 5d.
	Average	1s. 9d.	.....	1s. 4½d.	1s. 3½d.	1s.	1s. 5½d.	1s. 0½d.	8½d.	7½d.	8d.	1s. 3½d.	1s. 3½d.	1s. 5d.	1s. 11½d.
Dubbo	Area	439,310ac.	.....	209,937ac.	141ac.	364,112ac.	178ac.	327,550ac.	10,234ac.	182,074ac.	14ac.	88,126ac.	1,406ac.	62,332ac.	6,158ac.
	Cost	£7,200	.....	£3,874	£50 10s.	£6,253 10s.	£128	£5,888	£331	£4,230 4s.	£35 15s.	£2,765 5s.	£78 3s. 3d.	£2,010 15s.	£101 17s. 2d.
	Average	4d.	.....	4½d.	7s. 2d.	4d.	14s. 3½d.	4½d.	4d.	6½d.	50s. 2d.	7½d.	1s. 1d.	7½d.	3¾d.
Forbes	Area	317,736ac.	.....	342,723ac.	12,898ac.	302,837ac.	11,858ac.	386,099ac.	2,464ac.	101,881ac.	303ac.	69,707ac.	1,740ac.	83,180ac.	2,187ac.
	Cost	£5,467	.....	£5,291	£550 15s.	£4,986 15s.	£624	£5,513	£171 5s.	£3,561 10s.	£46 5s.	£2,372 15s.	£76 10s. 6d.	£2,168 5s.	£317 1s. 1d.
	Average	4½d.	.....	3¾d.	10½d.	3¾d.	1s. 0½d.	3¼d.	1s. 4½d.	8½d.	3s. 0½d.	8½d.	10½d.	6d.	2s. 10½d.
Goulburn	Area	130,648ac.	.....	102,292ac.	7,276ac.	134,095ac.	10,037ac.	158,799ac.	3,614ac.	94,420ac.	1,341ac.	52,250ac.	1,280ac.	52,862ac.	5,618ac.
	Cost	£8,172	.....	£7,930	£679 10s.	£8,291	£522	£6,889	£372	£5,461 10s.	£109	£3,872 5s.	£272 13s.	£1,577 10s.	£484 3s. 8d.
	Average	1s. 3d.	.....	1s. 6½d.	1s. 10½d.	1s. 2¾d.	1s. 0½d.	10½d.	3s. 1½d.	1s. 1½d.	4s. 6½d.	1s. 5½d.	4s. 2½d.	1s. 4½d.	1s. 8½d.
Grafton	Area	59,568ac.	.....	83,430ac.	1,795ac.	110,535ac.	4,035ac.	155,560ac.	4,983ac.	50,665ac.	3,113ac.	27,122ac.	1,505ac.	10,105ac.	3,037ac.
	Cost	£5,940	.....	£6,422	£320	£7,925	£478 10s.	£8,203	£503 5s.	£4,523 15s.	£424 15s.	£2,939 10s.	£297 8s. 6d.	£1,365	£884 15s.
	Average	1s. 9½d.	.....	1s. 0½d.	3s. 0½d.	1s. 5d.	2s. 4½d.	1s. 2d.	2s. 0½d.	1s. 9½d.	2s. 8½d.	2s. 1½d.	3s. 11½d.	2s. 8½d.	4s. 5½d.
Hay	Area	349,094ac.	.....	251,820ac.	55,688ac.	202,298ac.	33,022ac.	187,350ac.	46,181ac.	138,405ac.	31,615ac.	192,577ac.	86,697ac.	73,108ac.	92,894ac.
	Cost	£4,174	.....	£2,457	£583	£2,118 15s.	£399	£1,711	£698 5s.	£1,627	£657 5s.	£1,380 15s.	£869 13s. 6d.	£651 5s.	£1,116 16s. 10d.
	Average	2½d.	.....	2¼d.	2d.	2½d.	2½d.	3½d.	3½d.	2¾d.	5d.	1¾d.	2¾d.	3½d.	2½d.
Maitland	Area	154,475ac.	.....	168,144ac.	2,774ac.	135,201ac.	9,505ac.	100,109ac.	9,193ac.	96,256ac.	8,492ac.	60,915ac.	3,390ac.	59,206ac.	1,428ac.
	Cost	£12,395	.....	£10,304	£580 15s.	£8,779	£1,097 5s.	£5,087	£1,098 15s.	£5,733	£878 13s. 4d.	£4,525 5s.	£268 1s. 6d.	£3,738 5s.	£165 0s. 3d.
	Average	1s. 7½d.	.....	1s. 2¼d.	2s. 8¾d.	1s. 3d.	2s. 3½d.	1s. 2½d.	2s. 6½d.	1s. 3½d.	1s. 11½d.	1s. 4½d.	1s. 7d.	1s. 3½d.	2s. 3¾d.
Moree	Area	175,715ac.	.....	120,573ac.	4,638ac.	384,944ac.	311ac.	507,895ac.	72,213ac.	542,437ac.	7,625ac.	335,874ac.	10,877ac.	188,339ac.	.....
	Cost	£2,826	.....	£2,266	£137 10s.	£3,891	£36	£5,784	£331 10s.	£7,645 5s.	£84 5s.	£5,157 5s.	£145 12s. 4d.	£3,846 15s.	.....
	Average	3¾d.	.....	4½d.	7d.	2½d.	2s. 3½d.	2¼d.	1½d.	3½d.	2½d.	3¾d.	3½d.	4½d.	.....
Orange	Area	98,022ac.	.....	143,013ac.	2,258ac.	107,630ac.	2,148ac.	247,241ac.	14,737ac.	208,425ac.	2,036ac.	121,910ac.	1,963ac.	76,257ac.	1,497ac.
	Cost	£4,942	.....	£7,421	£177 10s.	£8,471 5s.	£172 10s.	£9,247	£310 5s.	£8,374	£248	£5,765 10s.	£251 19s. 3d.	£3,509 15s.	£178 9s.
	Average	1s.	.....	1s. 0½d.	1s. 6½d.	10½d.	1s. 1d.	8½d.	5d.	9½d.	2s. 5½d.	11½d.	2s. 6¾d.	11d.	2s. 4½d.
Sydney	Area	45,234ac.	.....	41,196ac.	12,858ac.	35,924ac.	6,088ac.	40,822ac.	2,363ac.	17,573ac.	2,108ac.	22,556ac.	7,468ac.	17,974ac.	3,105ac.
	Cost	£4,582	.....	£4,506	£3,051 10s.	£4,330 15s.	£1,510 5s.	£2,674	£1,641 10s.	£1,570 5s.	£1,224 7s.	£2,215 10s.	£1,983 17s. 4d.	£2,218	£1,347 18s. 8d.
	Average	2s. 0½d.	.....	2s. 4d.	4s. 8¾d.	2s. 4¼d.	4s. 1½d.	1s. 9¼d.	13s. 9½d.	1s. 10¾d.	11s. 7½d.	1s. 11½d.	5s. 3¾d.	2s. 5½d.	8s. 8d.
Tamworth	Area	187,412ac.	.....	174,146ac.	2,738ac.	220,958ac.	470ac.	209,099ac.	10,844ac.	209,404ac.	25,133ac.	136,575ac.	24,845ac.	177,330ac.	6,222ac.
	Cost	£5,916	.....	£5,256	£162	£7,165	£61	£10,192	£362 10s.	£6,041 5s.	£500 10s.	£5,280 5s.	£804 11s. 11d.	£4,060 10s.	£148 3s. 11d.
	Average	7½d.	.....	7½d.	1s. 2¼d.	7½d.	3s. 7d.	8½d.	8d.	7¼d.	5¼d.	8d.	7¾d.	6½d.	5¾d.
Wagga Wagga	Area	139,535ac.	.....	84,740ac.	3,105ac.	241,325ac.	3,413ac.	279,017ac.	6,700ac.	130,385ac.	235ac.	62,574ac.	1,676ac.	123,702ac.	5,873ac.
	Cost	£4,649	.....	£2,897	£444	£7,396 10s.	£215	£9,085	£240 10s.	£5,649 10s.	£99 5s.	£2,536	£133 3s. 2d.	£3,444 10s.	£348 1s. 10d.
	Average	8d.	.....	8¼d.	2s. 9½d.	7½d.	1s. 3d.	7¾d.	8¾d.	9½d.	8s. 5½d.	8½d.	1s. 7d.	6¾d.	1s. 2¼d.
Total Area		2,732,573ac.	.....	2,370,622ac.	130,535ac.	4,615,687ac.	111,731ac.	4,198,011ac.	266,387	3,134,329ac.	193,071ac.	1,959,158ac.	155,837ac.	1,375,727ac.	157,413ac.
Total Cost		£75,421	.....	£68,315	£8,469 10s.	£96,140	£7,036	£101,053	£8,625	£70,132	£6,134 5s. 6d.	£49,202	£6,152 11s. 5d.	£37,364	£6,502 3s. 3d.
Average		6¾d.	.....	6¾d.	1s. 3½d.	4¾d.	1s. 3½d.	5¾d.	7¾d.	5¾d.	11d.	6d.	9¾d.	6½d.	9¾d.

* Salaried service not computed this year.

SCHEDULE LXXIX—*continued.*

Land Districts.		LINEAR MEASUREMENTS.													
		1888.		1889.		1890.		1891.		1892.		1893.		1894.	
		Fees.	Salary.*	Fees.	Salary.	Fees.	Salary.	Fees.	Salary.	Fees.	Salary.	Fees.	Salary.	Fees.	Salary.
Armidale	Area	5,604chs.	.....	4,814chs.	524chs.	8,795chs.	4,663chs.	2,928chs.	15,717chs.	4,052chs.	23,127chs.	4,702chs.	15,468chs.	6,603chs.	11,782chs.
	Cost	£229	.....	£128	£182	£335	£590	£108	£658	£175 15s.	£1,207 15s.	£218 11s.	£680 19s. 1d.	£278 15s.	£535 7s. 2d.
	Average	9½d.	.....	6½d.	7s.	6d.	2s. 4d.	10d.		10½d.	1s. 0½d.	11d.	11¾d.	10½d.	10½d.
Bourke	Area	36,703chs.	.....	14,032chs.	.....	25,375chs.	33,237chs.	23,034chs.	12,777chs.	22,422chs.	14,051chs.	19,740chs.	20chs.	8,351chs.	15,750chs.
	Cost	£1,540	.....	£458	.....	£567 5s.	£706 15s.	£677.	£441	£625 10s.	£505	£718 5s.	£2 1s. 6d.	£298 15s.	£702 19s. 4d.
	Average	10d.	.....	7½d.	.....	5½d.	5d.	7½d.	8½d.	6½d.	7½d.	8½d.	2s. 0½d.	8d.	10½d.
Cooma	Area	8,433chs.	.....	4,790chs.	14,014chs.	13,745chs.	1,903chs.	436chs.	3,764chs.	15,507chs.	4,608chs.	352chs.	2,948chs.	403chs.	9,013chs.
	Cost	£297	.....	£158	£1,228 10s.	£464	£165 10s.	£27	£303	£532 15s.	£636 10s.	£31 15s.	£251 6s. 11d.	£21 5s.	£381 7s. 6d.
	Average	8½d.	.....	8d.	1s. 8½d.	8d.	1s. 7½d.	1s. 2d.	3s. 1½d.	6½d.	2s. 9d.	1s. 2½d.	1s. 4½d.	1s. 0½d.	1s. 11½d.
Dubbo	Area	4,353chs.	.....	3,141chs.	11,186chs.	5,737chs.	4,674chs.	5,743chs.	298chs.	9,305chs.	4,056chs.	2,028chs.	4,721chs.	3,941chs.	1,346chs.
	Cost	£121	.....	£22	£639	£189 15s.	£358	£272	£13 5s.	£246 5s.	£288 5s.	£117 10s.	£273 7s. 6d.	£251 10s.	£96 0s. 6d.
	Average	6½d.	.....	7d.	1s. 1½d.	7½d.	1s. 7½d.	11½d.	1s. 1½d.	6½d.	1s. 3½d.	1s. 1½d.	1s. 1½d.	1s. 3½d.	1s. 5d.
Forbes	Area	588chs.	.....	4,554chs.	4,643chs.	285chs.	3,414chs.	875chs.	14,468chs.	4,724chs.	16,209chs.	5,609chs.	15,829chs.	9,644chs.	5,154chs.
	Cost	£20 10s.	.....	£150	£262 15s.	£43 5s.	£212 5s.	£36	£307 10s.	£240 5s.	£572 10s.	£342 10s.	£442 11s. 8d.	£474 15s.	£230 10s. 10d.
	Average	8½d.	.....	8d.	1s. 1½d.	11½d.	1s. 3d.	2¾d.	5d.	1s.	8½d.	10½d.	6½d.	11¾d.	10½d.
Goulburn	Area	8,450chs.	.....	838chs.	784chs.	3,009chs.	7,029chs.	2,133chs.	1,718chs.	944chs.	6,616chs.	1,094chs.	9,588chs.	162chs.	5,521chs.
	Cost	£312	.....	£34 10s.	£126 10s.	£199 5s.	£299 10s.	£244	£372 10s.	£163	£875 15s.	£143 15s.	£1,181 7s. 2d.	£11 10s.	£620 17s.
	Average	6d.	.....	10d.	2s. 6½d.	1s. 3½d.	2s. 8d.	2s. 3½d.	4s. 4d.	3s. 5½d.	2s. 7½d.	1s. 5½d.	2s. 5½d.	1s. 5d.	3s. 2½d.
Grafton	Area	5,172chs.	.....	17,302chs.	7,945chs.	13,577chs.	17,127chs.	10,950chs.	23,401chs.	18,190chs.	18,922chs.	17,291chs.	15,066chs.	3,951chs.	6,097chs.
	Cost	£239	.....	£946	£1,013 10s.	£443 15s.	£1,585 5s.	£755	£2,445 5s.	£1,003 5s.	£1,828 15s.	£1,229	£1,661 6s. 2d.	£425 5s.	£1,203 10s. 10d.
	Average	10½d.	.....	1s. 0½d.	2s. 6½d.	1s. 2½d.	1s. 10½d.	1s. 4½d.	2s. 1d.	1s. 2½d.	1s. 11d.	1s. 5d.	2s. 2½d.	2s. 2½d.	3s. 7½d.
Hay	Area	4,059chs.	.....	4,001chs.	4,296chs.	3,923chs.	1,080chs.	4,657chs.	3,944chs.	6,413chs.	16,413chs.	1,956chs.	9,261chs.	1,128chs.	9,061chs.
	Cost	£163	.....	£204	£167 10s.	£157	£55	£151	£128 15s.	£324	£441 10s.	£102 5s.	£364 18s. 6d.	£54 5s.	£363 18s. 7d.
	Average	9½d.	.....	1s. 0½d.	6d.	6½d.	1s. 0½d.	7½d.	10d.	1s.	6½d.	1s. 0½d.	8½d.	11½d.	10½d.
Maitland	Area	4,342chs.	.....	4,524chs.	15,183chs.	3,193chs.	15,768chs.	5,598chs.	16,198chs.	18,202chs.	5,305chs.	17,869chs.	16,642chs.	5,618chs.	17,643chs.
	Cost	£276	.....	£270	£1,444	£180 15s.	£1,160	£439	£997	£730 15s.	£246 5s.	£584 15s.	£1,394 15s. 7d.	£380 10s.	£1,713 18s. 7d.
	Average	1s. 8½d.	.....	1s. 2½d.	1s. 10½d.	1s. 1½d.	1s. 5½d.	1s. 6½d.	1s. 2½d.	9½d.	3s. 6½d.	7½d.	1s. 2d.	1s. 3½d.	1s. 11½d.
Moree	Area	240chs.	.....	2,262chs.	8,842chs.	3,462chs.	15,717chs.	2,079chs.	9,379chs.	6,627chs.	32,116chs.	2,336chs.	3,835chs.	2,370chs.	8chs.
	Cost	£11	.....	£117	£449 10s.	£202	£752 10s.	£82	£331 10s.	£281 15s.	£1,304 10s.	£83 15s.	£321 10s. 3d.	£119 15s.	£3 5s. 9d.
	Average	11d.	.....	1s. 0½d.	1s. 0½d.	1s. 2d.	11½d.	9¾d.	8½d.	1s. 2d.	9½d.	8½d.	1s. 7½d.	1s.	8s. 2½d.
Orange	Area	1,604chs.	.....	1,223chs.	9,215chs.	1,516chs.	15,156chs.	3,062chs.	21,035chs.	8,530chs.	15,423chs.	6,840chs.	11,938chs.	8,429chs.	17,319chs.
	Cost	£67	.....	£45	£563	£65	£805 10s.	£181	£897 5s.	£277.	£934 5s.	£490	£659 8s. 1d.	£453 15s.	£1,047 11s. 3d.
	Average	10d.	.....	8½d.	1s. 2½d.	10½d.	1s. 0½d.	11½d.	9½d.	7½d.	1s. 2½d.	1s. 2d.	1s. 1d.	1s.	1s. 2½d.
Sydney	Area	6,135chs.	.....	18,410chs.	6,355chs.	3,768chs.	11,033chs.	2,799chs.	23,720chs.	1,074chs.	13,798chs.	1,715chs.	14,204chs.	862chs.	14,460chs.
	Cost	£616	.....	£1,671	£979	£200	£22,193 5s.	£174	£3,655 5s.	£86 5s.	£4,121 10s.	£93 15s.	£1,829 12s. 5d.	£89 15s.	£1,817 11s. 11d.
	Average	2s.	.....	1s. 8½d.	3s. 1d.	1s. 7d.	3s. 8d.	1s. 2½d.	3s. 1d.	1s. 7½d.	4s. 2d.	1s. 1½d.	2s. 8½d.	1s. 7½d.	2s. 6½d.
Tamworth	Area	7,063chs.	.....	5,088chs.	1,303chs.	1,150chs.	3,206chs.	2,377chs.	4,584chs.	2,294chs.	4,731chs.	1,677chs.	2,817chs.	3,383chs.	10,931chs.
	Cost	£413	.....	£196	£143	£60	£370 10s.	£167 10s.	£224	£127	£317 15s.	£97	£205 5s. 3d.	£186 5s.	£946 3s. 1d.
	Average	1s. 3d.	.....	9½d.	2s. 1d.	1s. 0½d.	2s. 3d.	1s. 4¾d.	11¾d.	1s. 0½d.	1s. 4d.	1s. 1¾d.	1s. 5½d.	1s. 1½d.	9½d.
Wagga Wagga	Area	8,390chs.	.....	6,087chs.	4,126chs.	3,142chs.	11,831chs.	3,229chs.	5,816chs.	2,542chs.	11,349chs.	5,323chs.	13,104chs.	1,655chs.	5,754chs.
	Cost	£526	.....	£431	£522 10s.	£312 15s.	£605 5s.	£239	£394 15s.	£190 5s.	£557 10s.	£301	£704 10s. 2d.	£122	£271 4s. 6d.
	Average	1s. 2d.	.....	1s.	2s. 6½d.	1s. 11½d.	1s. 0½d.	1s. 5½d.	1s. 4½d.	1s. 0½d.	11¾d.	1s. 1½d.	1s. 0¾d.	1s. 5½d.	11¼d.
Total Length		101,509chs.	.....	94,794chs.	88,596chs.	95,575chs.	146,430chs.	69,810chs.	156,520chs.	119,132chs.	194,784chs.	89,522chs.	136,313chs.	57,385chs.	133,730chs.
Total Cost		£4,719	.....	£4,398	£7,607 15s.	£3,870	£10,470 15s.	£3,552	£11,449	£5,043	£14,517 15s.	£4,351 15s.	£10,007 0s. 3d.	£3,138	£9,921 6s. 10d.
Average		11½d.	.....	1s. 0½d.	1s. 8½d.	9¾d.	1s. 5½d.	1s.	1s. 5½d.	10½d.	1s. 5½d.	11½d.	1s. 5½d.	1s. 1½d.	1s. 5½d.

* Salaried service not computed this year.

Report of The Chief Surveyor to The Under Secretary for Lands.

Sir, Department of Lands, Survey Branch, Sydney, 1 February, 1895.

Herewith I have the honor to submit the Annual Report of the services performed in this branch of the Department during the year 1894.

Staff.

The permanent field staff numbered fifty-two officers, who were classified as follows:—Fourteen district surveyors, twelve first-class surveyors, four second-class, eighteen third-class, and four fourth-class.

Promotions.

Consequent on the appointment of Mr. W. G. Walker as a District Surveyor, the following promotions on the permanent field staff were carried out, viz.:—Mr. R. B. Mackenzie, promoted from second-class to first-class; Mr. V. B. Riley, from third-class to second-class; Mr. R. N. Somerville, from fourth-class to third-class.

Mr. H. Welchman, who had been employed temporarily on salary, was promoted to the vacant position on the permanant staff for a fourth-class surveyor, caused through the promotion of Mr. R. N. Somerville.

Surveyors temporarily on salary.

Six licensed surveyors were employed temporarily on salary; three of the number were engaged on detail surveys for sewerage purposes.

Mr. T. Ranken, lately an assistant surveyor, was promoted to the vacant position temporarily on salary, caused through appointment of Mr. H. Welchman to the permanent staff.

Assistant surveyors.

Twelve junior licensed surveyors were employed as assistant surveyors. There were two new appointments to this class.

Removals.

There have been no removals by death, resignation, or otherwise.

Contract surveyors.

The number of qualified (licensed) surveyors of the Colony is 630; of these, 116 are in salaried service of this Department, leaving 514 available for contract employment; during the year only 101 received such employment, the falling off in business being chiefly due to the diminished demand for land for settlement.

Inspection of contract surveys.

One hundred and fifteen reports were received conveying particulars of inspections and examinations of surveys performed under the Departmental contract, and it is gratifying to record the result, viz., that a large majority of these inspections—say nine-tenths—prove the work to have been executed in a satisfactory manner.

Investigations for Registrar-General.

At the instance of the Registrar-General, forty applications for certificate of title under the Real Property Act were investigated by this office, and the results of such investigations communicated to him.

Licenses under the Real Property Act.

There were five meetings of the Board for granting annual licenses under the Real Property Act, 116 licenses being issued to surveyors previously holding them, in addition to which twelve first licenses were granted, making 128 licenses issued altogether, the usual license fee of £1 1s. being paid in each case.

Board of Examiners for License to survey Crown Lands.

Meetings of the Board for examination of candidates for license to survey were held in March and September.

Candidates passed as surveyors.

At the meeting held in March, the number of candidates presenting themselves for examination was seven, of whom the following were recommended for license, viz.:—

Mr. Hamilton Bartlett Matthews,
Mr. Francis Richard Hollings,
Mr. James Lindsay,
Mr. John Findlater Clements.

Further steps were taken with the object of securing reciprocal action between the Australian colonies in the issue of surveyors' licenses, and in the inauguration of a system of concurrent examinations.

A meeting was held in May to deal with matters connected with the proposal to hold concurrent similar examinations for surveyors throughout Australia.

Candidates passed as Surveyors.

At a meeting of the Board held in September, eleven candidates presented themselves, of whom five were recommended for license, viz.:—

Mr. John Benjamin Travers Solly,
Mr. Gilbert William Orr,
Mr. Albert William Dean,
Mr. George Clarke Scouller,
Mr. Frank Lee Alexander.

Trigonometrical Survey.

This important survey has advanced but slowly as there has been but one officer engaged upon it, viz., Mr. J. Brooks, F.R.A.S., F.R.G.S., the surveyor in charge of field operations, and one piling party. In the month of December a second piling overseer was appointed. Mr. Brooks' statement of the year's services will be found herewith. [*Vide Appendix* A.]

It is incumbent upon me to take this opportunity again to direct attention to the necessity for this important branch of survey being prosecuted with more vigour; it is in the interest of true economy to do so, for the survey is required as the basis of all territorial maps.

Miscellaneous Matters.

In response to a request of the Government of Queensland for comparison of the standard-bar used in trigonometrical survey with the standard-bar used for like purpose in New South Wales, the Minister approved of such assistance being rendered by this office to the Government Astronomer, Mr. H. C. Russell, B.A., F.R.A.S., as might be requisite for the work—the Astronomer being the custodian of the bar. Accordingly I deputed Mr. D. M. Maitland and Mr. H. Shute to undertake the requisite measurements, which they have satisfactorily carried out. Further particulars are afforded in an interim report. [*Vide Appendix* B.]

New legislation. Standard Time.

A useful measure was passed by Parliament late in the year, viz., the Standard Time Act, 58 Victoria No. 11, which came within the purview of this office. Under this law, instead of mean time of Sydney Observatory, 151° 12′ 23·10″ of east longitude, being used, the time of the 150° meridian is declared to be Standard Time. This accords with a similar law lately enacted in Queensland, and it is understood that the Colony of Victoria will shortly legislate with like object, so that the railway, postal, and telegraphic arrangements of these three colonies will be synchronal. The desirableness of this enactment was brought prominently under consideration by the late Intercolonial Survey Conference, and legislation was recommended.

Crown lands.

The Crown Lands Bill, now under consideration of Parliament, has demanded the services of the drafting and lithographic branches to some extent, viz., in compiling and preparing information and illustrative diagrams.

A new Public Roads Bill has been prepared, which it is hoped may soon meet with attention, as legislation is urgently needed to facilitate the opening of roads and deviations of roads; and I may state that a more definite law, designed to meet the altered circumstances of occupation and requirements of the country, will relieve this Department of frequent embarrassment. Public roads.

In the month of November, His Excellency the Governor was pleased to appoint me, being Chief Surveyor, as an additional member of the Royal Commission to divide the unincorporated area of the Colony into municipal districts and shires, and recommend arrangements in connection therewith; and I have taken an active part in the proceedings of the Commission accordingly. I would cite this business as an instance in point, showing the value to the Government of territorial maps, and rapid means of reproducing same; *e.g.*, the sketch maps of the proposed local government areas are prepared from the published maps of this office, and printed here for distribution and information of the public. Local Government Commission.

As a matter of some importance, although it comes under the detail of departmental arrangements, it may be mentioned that the Minister has authorised marks of more permanent character to be used in connection with surveys of Crown lands, so as to facilitate identification of boundaries, when the usual marks by trees, pegs, and trenches may have become effaced through natural causes. This action was based upon another of the recommendations of the late intercolonial Survey Conference. Permanent marks in survey of Crown lands.

Trigonometrical Computing Branch.

Field-books of angle observations at the following stations have been received, viz., Twynam (part of the observations), Towrang, Sutton Forest, Cambewarra, Cooloomgatta, Nowra, Bherwerre, and Tianjara. All the observations have been examined, and the results duly recorded.

A preliminary computation of the series of triangles extending along the 149th meridian between the Lake George Base and Victoria, as far as the field-work had then proceeded, was undertaken in 1893. During 1894 the observations necessary to the completion of this series were received, and re-computation was entered on under such rigorous methods as are now used. The further investigation thus afforded supports the alleged precision of our triangulation, as compared with similar work elsewhere, which was the subject of reference in my Report for the year 1893.

Field-books of observations of the astronomical latitudes of stations Tumanang, Umaralla, Sutton Forest, and Bherwerre, and of the astronomical azimuth at the three last-named stations, have been received, and the observations of latitude and azimuth at all stations have been now reduced, except at Sutton Forest and Bherwerre, the field-books of the work at which points were not received till towards the end of the year.

The Register of Stations of the country triangulation, being prepared in the Compiling Branch, has been enlarged in its scope by inclusion therein of the co-ordinate positions of the stations, it being thought desirable that the one volume should be made as comprehensive as possible so as to be generally useful, and the work is now in the printer's hands.

The stock of valuable surveying and scientific instruments provided for this class of survey has been maintained in good and serviceable condition.

Detail Survey for Sewerage of Sydney and Environs and Country Towns.

Seven surveyors have been engaged on the work throughout the year.

The greater part of the new work done has been at Newcastle and neighbourhood, and satisfactory progress has been made with the detail survey of the Sydney western suburbs, and the surveys of Mosman municipality and the town of Liverpool have been commenced.

The rate of progress, and the moderate rate of cost of survey noted for 1893, have been fully maintained during the past year; indeed, in consequence of the density of population in Newcastle, Wickham, and Hamilton, the cost per tenement for new work carried out during 1894 is lower than in any preceding year.

Necessary revision surveys for the purpose of preparing new editions of those lithographs which have become obsolete, through new and extensive building operations have been made.

Estimated on the area basis the cost of new work in the suburbs of Sydney was 16s. 8d. per acre, while Liverpool was surveyed for 15s. per acre; but, including Newcastle and revision work, the average cost throughout has been £1 5s. 2d. per acre against £1 1s. 8d. for 1893.

The year's surveys embrace 1,341 acres as against 1,975 in 1893 and 2,401 in 1892, while the revision work has covered 703 acres as against 649 acres in 1893 and 453 in 1892.

Altogether 75 sheets of new work have been received, in addition to which revisions prior to publication of second edition of 45 sheets, and revisional surveys prior to first publication of 99 sheets, have been completed.

The number of tenements fixed has been—New work, 2,967; in surveys for second edition, 975; and in revisions prior to publication, 348; making a total of 4,290 against 4,364 in 1893 and 3,946 in 1892.

Standard levels have been determined at Newcastle and Wickham.

The plans will show the altitudes above mean high-water mark along the streets, the ground or basement floors of all tenements, and of permanent bench-marks.

In order to obtain a definite connection between the series of bench-marks established at Parramatta and mean high-water mark as observed there in 1893, with the levels referable to the "plug" at the Lands Office, sections have been measured between the two places, the result of which shows that mean high water at Parramatta is about 3¼ inches higher than at Fort Denison.

With regard to the duties carried out in the office, 5 plans of standard surveys and 121 plans or sheets of detail survey have been drawn and completed; 47 plans have been revised preparatory to the publication of second editions.

Although fewer plans were drawn in 1894 than in 1893, when 131 were completed, the actual amount of work done was greater, as the plans drawn in 1894 showed 3,548 tenements, or an average of 29·3 per sheet, while in 1893 the number was 2,152, or an average of 16·4 per sheet. The plans of Newcastle and suburbs, numbering 28, were exceptionally dense in detail, their average being 58 tenements per sheet, as well as a very large proportion of complicated railway lines and works.

Herewith is a tabular statement (*Appendix* C) showing the comparative cost of detailed surveys from 1886 to 1894 inclusive.

Although

Drafting Branches.

Although there has been a decrease of the ordinary business in some of the branches, good returns have been shown, a great deal of miscellaneous work has been done, and the execution of the business generally has been maintained up to date in a satisfactory manner.

There has been a decrease in the number of plans received, which have to be charted upon office maps, representing lands selected and also lands measured for auction sale.

The number of maps compiled is satisfactory, and the work executed as a whole in the Compiling Branches is nearly, if not quite, on a par with the previous year's results which were good.

The compilation of a map of the Colony on a scale of 8 miles to an inch has been steadily progressing, and it is expected that before the close of 1895 the reproduction for printing will have been undertaken.

In the Roads Branch the numerous operations in connection with resumptions of alienated land for roads under 42nd section of the Crown Lands Act of 1889, and the dealing with compensation therefor, have added materially to the usual business.

The Lithographic Branch shows a good return, and the tabular information given of maps lithographed in a great degree represents the results of the labours of the Compiling Branches. The total number of copies of maps printed exceeds that of previous years, and though the number of maps produced is less than last year's return it is greater than that of 1891 or 1892; the decrease upon last year's is mainly attributable to the smaller number of auction plans produced.

During the year the Plan Record Branch has been moved into the fire-proof strong-room, which was designed for their use, and it is found to be in every way suitable.

The grouping of the several drafting branches, including the Lithographic Branch, on the same floor and in close communication with one another, and with the plan record room and with the map-room, is most convenient and the means of saving much time.

Miscellaneous Charting Branch.

Certain classes of work show a decrease on previous years. This is perhaps most noticeable in connection with auction sales of land. The returns show the area scheduled for auction during 1893 to be 411,221 acres as against 86,922 acres during 1894.

Cases under section 46 of the Crown Lands Act of 1889 show an increase. Indeed, it would appear that as the benefit to be derived from consolidation becomes more generally known to the lessees this class of work will probably expand. Exchange cases dealt with in the Branch during 1893 numbered 458; in 1894 the number was 544, the cases received numbering 590. These represent applications in different stages, many of them being received in the Branch several times for adjustment, or the working out of alternative schemes suggested either by the Minister or the lessees.

The principle of consolidation was applied, under direction of the Minister, to several of the Central Division pastoral leaseholds, in connection with which either no extension of lease had been allowed or extension under two years had been recommended by the Boards, and schemes for exchange have been placed before the lessees for consideration. This was done in view of the increased facilities in this direction presented by the provisions of the Land Bill now before Parliament. Proposals have been formulated in 34 cases, and 7 cases remained in hand to be dealt with at the close of the year.

Good progress has been made with the work of preparing a new register of reserves to replace the old books. When an index has been prepared, this section of the records will be on a simple and satisfactory basis.

New surveys charted show a considerable decrease during the year. 3,772 cases were dealt with, while for the previous twelve months the number was 6,323. The cost of this work to the Department amounted to £223 19s. 6d.

Proposed subdivisions in anticipation of demand of the leaseholds in the Central Division, in connection with which no extension of lease has been applied for, or less than two years had been recommended, increased to some extent the work of the Branch. 190 cases of this class came under review in despatching them to the local offices for report, or in course of preparation for submission to the Minister.

Among matters of a miscellaneous character which were dealt with during the year might be mentioned:—(1) The return prepared of alienated land within 5 miles of the railway lines, Dubbo to Bourke, Cootamundra to Temora, Nyngan to Cobar, Werris Creek to Narrabri, and Junee to Narrandera. (2) Return of land sold within 20 miles of the line from Cootamundra to Temora and the proposed line from Temora to Wyalong for the Public Works Committee.

Compiling Branch.

Miscellaneous Division:—This Division is charged with the compilation and drawing of town, country, colony, and miscellaneous maps, and the charting of feature surveys, connection surveys, and new railway lines.

Thirteen new town and village maps have been compiled and drawn.

Eight standard compilations of town maps and three lithographs have been charted up and otherwise prepared for new editions to be published, and a considerable quantity and variety of miscellaneous work has been executed.

Four county maps have been compiled and drawn during the year, namely, those of Camden, Gloucester, Hawes, and Macquarie, in each of which surveys of all kinds are most numerous, and are represented on the maps; and seven other counties, viz., Ashburnham, Dudley, Forbes, Leichhardt, Narromine, Gregory, and Harden, are in course of compilation.

Maps of the Land Board Districts of Maitland and Moree have been compiled and drawn for photo-lithography.

The drawing of the colony map, on a scale of 8 miles to an inch, has progressed satisfactorily, and is approaching completion. (*See* diagram illustrating progress herewith.) It is expected that it will be finished and in the hands of the lithographer for reproduction by the end of this year. The revision of the register of trigonometrical stations has been completed, and the work is now with the Government Printer.

Parish Map Division:—This Division is engaged in compiling new maps of parishes for publication, and in adding to maps already compiled all recent information to bring them up to date for new editions.

New

New maps which have been completed during the year number 245, and new editions of maps previously compiled number 102.

The standard maps of parishes now number 2,750.

Lithographic Branch.

The following returns in tabular form show the details of lithographic operations for the year.

1. *Counties.*

County maps show measured areas, roads, reserves, features, and all other information which is capable of delineation on a scale of 2 miles to an inch; they are published at 5s. per copy. Copies are also printed on a reduced scale of 8 miles to an inch, which are used for office purposes only.

Twelve county maps were lithographed during the year, comprising 1,903 printed copies.

Cumberland*	Kilfera	Rous
Gordon	Kilfera (8 miles to an inch)	Westmoreland.
Gordon (4 miles to an inch)	Murray	
Gordon (8 miles to an inch)	Northumberland	

* Also published on scales of 1 and 4 miles to an inch, at the respective prices of 10s. and 2s. 6d. per copy.

2. *Towns.*

Town maps show the general design, measured lands, and names of purchasers, reserves, and dedications within town and suburban limits. They are usually photo-lithographed from compilations prepared at this office, or from the surveyors' original plans, to the scales of 4 or 8 chains to an inch, and sold at 1s. per copy. Thirty-nine town maps were lithographed during the year, comprising 3,290 copies:—

Awaba	Crescent Head	Niangala	Tarcutta
Berrima	East Maitland	North Sydney	Tocumwal
Bingara	Garah	Nyngan	Ungarie
Boggabri	Gunnedah	Orange	Utungun
Bourke	Heathcote	Oxley	Wagga Wagga
Bowenfels	Hill End	Parkes	Warne
Carrington	Moama	Portland	White Cliffs
Cathcart	Mount Drysdale	Port Macquarie	Woolomin
Cooma	Narrabri West	Quambone	Wyalong.
Coonamble	Newcastle	Sunlight	

3. *Parishes.*

Parish maps are compiled to a scale of 20 chains to an inch for office use, and then, with few exceptions, reduced to 40-chains scale, for publication and sale at 1s. per copy.

Three hundred and forty-eight parishes were lithographed during the year, comprising 29,387 copies.

4. *Auction Sale Plans.*

Lithographs of all lands measured for auction are printed for use at auction sales.

Two hundred and sixty-one plans were completed during the year, comprising 19,797 printed copies.

5. *Miscellaneous.*

In this class the work for the year comprised 54 sheets of the detail survey of City of Sydney and Suburbs; Land Board District of Tamworth; 6 maps showing travelling stock routes; 2 general maps of New South Wales on the respective scales of 32 and 48 miles to an inch; map of New South Wales, showing railways, coach routes, &c.; map of New South Wales, showing postal stations, mail roads, and telegraph offices; map of New South Wales, showing Land Districts in connection with Crown Lands Acts pamphlet; 3 snow-lease maps; 14 diagrams and 1 map in connection with the new Land Bill pamphlet; electoral map of City of Sydney and Suburbs; plans of Botanical Gardens and Government House grounds. Altogether 106 miscellaneous maps were lithographed during the year, comprising 48,796 printed copies.

6. *Other Departments.*

The maps, plans, and diagrams printed for the Departments of Chief Secretary, Mines, Works, Treasury, Government Statistician, and Railway Commissioners, comprise maps of National Park; New South Wales, for Imperial Institute Year Book, with Port Jackson, showing shipping facilities; 2 maps in connection with the Government Statistician's report on Census of 1891; 3 military contour maps of country between Port Jackson and Botany Bay; map and 12 diagrams illustrating the Government Statistician's book, "The Seven Colonies of Australasia"; map showing the principal railway systems of Australia; map of New South Wales railways, showing coach and other routes; sheet of working drawings, "Plate Beam Bridges"; 5 tourist maps of the western and one of the southern districts; New South Wales, showing stock routes, wells, &c.; 12 coloured sections, illustrating monograph on the Broken Hill silver mines; and sheet of orchid drawings.

Forty maps, plans, and diagrams were completed during the year, comprising 64,641 printed copies.

7. *Official Forms.*

These forms comprise circulars, decisions, forms, and memoranda required for use at headquarters, and at country offices.

One hundred and twenty-two were completed during the year, comprising 67,492 printed copies.

COMPARATIVE SUMMARY FOR 1893 AND 1894.

Map, Plan, or Document.	1893.		1894.	
	No. of Separate Maps.	No. of Copies printed.	No. of Separate Maps.	No. of Copies printed.
Counties	19	3,300	12	1,903
Towns	49	5,950	39	3,290
Parishes	349	29,921	348	29,387
Auction Sale Plans	331	23,334	261	19,797
Miscellaneous	111	17,045	106	48,796
Other Departments	36	68,120	40	64,641
Official Forms	127	67,525	122	67,492
Totals	1,022	215,195	928	235,306

The employment of contract draftsmen, principally on the sheets of the detail survey of the city of Sydney and suburbs, is found to be economical, the work being drawn outside, and the copies printed in this office.

Lithographic contracts have been completed during the year at the cost of £1,016 0s. 7d.

ROADS BRANCH.

The Roads Branch deals with applications for survey, and opening of roads through alienated land and Crown land held under lease, and after survey has been carried out, examines the plans and takes other necessary action towards the opening of such roads under the Act of Council, 4th William IV No. 11, or the resumption of land required for like purpose under section 42 of the Crown Lands Act, 53 Victoria No. 21. The branch considers all objections made with regard to the opening of new roads, and, when any road has been established, it deals with the Land Board's appraisements of compensation, and with all applications for grants of Crown land or unnecessary roads in lieu of land resumed; it also charts the roads upon office maps, &c.

The branch deals with applications for survey and alignment of streets, examines the plans after survey, and prepares the cases to conform with the provisions of the 128th section of the Municipalities Act, 31 Victoria No. 12.

Applications for the purchase of unnecessary roads under the Crown Lands Act, 48 Victoria No. 18, section 67, meet with preliminary consideration in this branch; and it also deals with applications for permission to erect public gates under Act 39 Victoria No. 10, and with various other matters having reference to roads and streets.

The number of applications for survey of roads and streets during the year was 248; the number of surveyors' reports received (exclusive of reports transmitting plans of survey), 461; the number of road plans received, 317, showing 803 miles 70 chains 47 links of road surveys, and the number of alignment plans, 18, showing 120 streets as marked for alignment of carriage-ways and foot-ways; 58 applications for public gates and 67 applications for purchase of unnecessary roads were received and dealt with; and 337 objections and claims with regard to road and street surveys were considered; also numerous letters and applications which were sent in, asking for information, &c., with regard to road and street matters, had to be answered.

There were 6,854 papers registered during the year, which, together with 508 papers relating to roads registered in other branches, make a total of 7,362 papers received and dealt with.

Operations taken under the 42nd section of the Crown Lands Act of 1889 for resumption of private estate; the granting of money compensation or Crown land in lieu thereof under the Land Board's appraisements; the adjustment of the areas of the numerous properties affected, and of the amounts of money compensation to be paid to the landowners, being business of somewhat complicated character increased the work of this branch very considerably.

OCCUPATION DRAFTING BRANCH.

The work performed by this branch has been similar to that of previous years, with the exception of extra miscellaneous work, which has been incurred chiefly in the preparation of information in connection with the new Land Bill now before Parliament, and the falling in of the pastoral leases in the Central Division.

The cataloguing of old field-books of surveys has practically been completed, and a comprehensive index to all field-books is now in course of compilation.

One hundred and seven miles of pastoral holding boundaries have been surveyed at a cost of £287, of which sum a part, viz., £107, was collected from the lessees; a sum of £19 was also recovered from the pastoral lessees for the survey of 19 miles of pastoral holding boundaries common to homestead, scrub, and other leases; and £9 5s. 10d. on account of a survey of 9 miles 23 chains made by a salaried surveyor. In addition to these surveys, 12¼ miles were surveyed at a cost of £34 6s. This amount was paid by the lessees.

MISCELLANEOUS CONTRACT BRANCH.

The year shows a decrease both in the number of applications dealt with and the number of drawings made, as compared with 1893. The difference has been caused by a diminution in the demand for tracings, &c., for auction sale purposes, only 469 of such drawings having been required as against 2,271 in the previous year.

The preparation of maps of travelling stock routes, as agreed upon between this Department and the Department of Mines and Agriculture, has been proceeded with, and at the close of the year this work was up to date, and covered about 300 miles of road.

It was decided in the early part of the year that large and valuable original plans becoming injured by use should be forwarded to this branch, in order that small plans might be prepared to supersede them for general official purposes, and 163 new plans have been drawn accordingly.

The business was well in hand at the end of the year, no applications remaining undealt with that had been in the branch more than a week.

PLAN

Plan Record Branch.

Approximate number of plans entered in books at end of year	267,720
Approximate number issued and returned to and from officers in Head Office, Metropolitan District Survey Office, and Mines Department	164,420
Cancelled maps received	713
Sent to plan-mounter	6,330
Issued to Inquiry Branch	748
Exhibited at counter	3,970
Surveyors' field-books in custody	6,000
Auction sale plans received	111
Despatched to District Survey Offices	17,908
Returned from District Survey Offices	18,624
Applications from District Survey Offices (registered)	4,055
Memoranda returning plans from District Survey Offices (registered) ...	1,432
Draftsmen's memoranda to District Survey Offices for plans...	1,576
Certified copies received from District Survey Offices	3,916

Map Sales Branch.

The number of maps received and issued was less than for 1893, but greater than for 1892.
The cash sales were less than for 1893.
Lithographs received from the Printing Branch during 1894 were as follows:—

Description.	Number.	Copies.	Value.
			£ s. d.
Counties	10	1,426	427 16 0
Cities, towns, and villages	31	2,685	167 16 3
Parishes	340	22,796	1,139 16 0
Colony maps (large)	1	90	67 10 0
,, (small)	4	1,101	68 16 3
Auction sale plans	263	18,680	934 0 0
Detail surveys	50	3,019	452 17 0
Miscellaneous	17	3,234	444 13 6
Totals	716	53,031	3,703 5 0

Maps, &c., issued.

Description.	Copies.	Value.	Description.	Copies.	Value.
		£ s. d.			£ s. d.
Counties	1,195	358 10 0	Detail surveys	1,838	275 14 0
Cities, towns, and villages	1,934	120 17 6	Geographical divisions	85	10 12 6
City of Sydney and environs	259	255 10 0	Calculation books	18	1 13 0
Parishes	15,303	765 3 0	Land Board Districts	429	53 12 6
Colony maps (large)	101	75 15 0	Miscellaneous	1,604	220 11 0
,, (small)	229	14 6 3			
Auction sale plans	16,052	802 12 0	Totals	39,047	2,954 16 9

Lithographs sold, 2,806; value, £233 4s. 1d. Letters dealt with, 856.

Plan-mounting Branch.

The number of pieces of work of the ordinary kind executed in this branch amounted to 15,602, showing an increase of 789 pieces over the year 1893. In addition to this, 133 books have been either bound or repaired, the present plan-mounter (who was appointed in July last), being also a bookbinder Under this arrangement the record books of the department, which meet with much wear and tear, can now be repaired conveniently on the premises as opportunity permits.

Correspondence and Record Branch.

The statement given hereunder shows the number of papers received and dealt with in this branch during the year:—

Papers received from other branches...	17,832
Papers, plans, tracings, &c., received by post	1,540
Instructions issued to surveyors	1,350
Memoranda sent to surveyors	8,500
Letters written and despatched	880
Lithographs, tracings, and plans sent to surveyors	1,863
Minutes written to the Under Secretary	925
Ministerial decisions noted	605
Telegrams despatched	85

E. TWYNAM,
Chief Surveyor.

APPENDIX A.

The Surveyor-in-charge of Field Operations, Trigonometrical Survey, to the Chief Surveyor, forwarding Annual Report for 1894.

Trigonometrical Survey Camp, Ulladulla, 15 January, 1895.

Sir,

I have to report that during the year 1894 the trigonometrical survey was extended southerly along the coast, with a view, ultimately, to effecting another connection with the Victorian triangulation at Cape Howe, and also to fill in the vacant space which remained between the chain of triangles, finished in 1893, and the coast.

The first-class stations, Sutton Forest, Cambewarra, Tianjara, and Bherwerre, were occupied with the 18-inch altazimuth, about 1,900 horizontal angles being measured; and 366 vertical observations were made with the 10-inch theodolite at those stations. Second-class stations, Cooloomgatta, Nowra, and Pigeon House, were occupied with the 10-inch theodolite, and 1,002 horizontal and 212 vertical observations were made, the total number of stations observed to being 144. Astronomical observations were made at Sutton Forest, Bherwerre, and Tianjara, 314 stars being observed for latitude, 243 for azimuth, and 42 for time. Magnetic observations were made at Cambewarra, Cooloomgatta, Nowra, Bherwerre, Tianjara, and Pigeon House. Reserves to include the stations were surveyed at Huskisson, Cambewarra, Reservoir, Yerriyong, Currambene, Tianjara, Boolijah, Pigeon House, and Bherwerre. Traverses to connect the stations with ordinary settlement surveys were made at Cambewarra, Nowra, Currambene, Yerriyong, Huskisson, Tomerong, Bherwerre, Tianjara, Boolijah, Pigeon House, and Reservoir.

A line of levels was run from Sutton Forest trigonometrical station to Exeter railway station, which established a very satisfactory check on the height of Sutton Forest trigonometrical station. The positions of three light-houses, viz., Greenwell Point, Jervis Bay, and Warden Head, were fixed by observation from neighbouring stations, and these positions will ultimately be of great service to navigators and others. The camp was shifted a total distance of 267 miles, and travelling with pack-horse or vehicles was 3,646 miles.

Towards the latter end of the first quarter of the year excessive rains, followed by fogs and mist, and bush-fires in the latter quarter of the year, seriously interfered with the progress of the work.

Mr. Piling Overseer J. Healy was engaged in forming stations in the southern part of county Dampier and in county Auckland. He formed 19 stations. Of these Waalimma was merely completed, the station having been marked and one line cleared previously. Coolangubra is an entirely new station, although on the same range as, and in the neighbourhood of, the old site of that name; further examination having proved that the original station was not a site commanding a view in all directions. He ran preliminary connection surveys a total distance of 1,116 chains, cleared 165 acres, moved camp thirty-nine times, a total distance of 1,033 miles, travelled 1,093 miles on duty, and lost 30½ days by bad weather.

The country covered by Mr. Healy's operations is generally rough and somewhat inaccessible, consequently more time than usual was taken up in travelling.

After some considerable search he found the site of the original trigonometrical station at Cape Howe, and improved the marking, so that now it is serviceable at any time.

Mr. R. C. Gordon was appointed piling overseer about the middle of December.

Stations completed.

Sutton Forest	Tianjara	Nowra
Cambewarra	Cooloomgatta	Pigeon House.
Bherwerre		

Stations piled.

Mumbulla	Mataganah	Victoria
Wolumla	Nagha	Poole
Imlay	Pericoe	Panbula
Burragate	Buckle	Coolangubra
Bimmil	Timbillica	Nullica
Mowwary	Merrimbula	Waalimma.
Skelton		

I have, &c.,
JOSEPH BROOKS,
Surveyor-in-charge.

APPENDIX B.

Comparison of Queensland Standard Bar.

Mr. D. M. Maitland, Surveyor-in-charge of Detail Surveys, reports:—

"Assisted by Mr. H. Shute, junior, surveyor, I have been engaged on a series of comparisons of the Queensland standard bar with the two standard bars of this Colony, which are recorded as O1 No. 4 and A No. 2. As these comparisons involved over 800 pairs of micrometrical readings, divided for convenience of calculation into sets of ten at temperatures ranging from 55·4° Fahrenheit to 67°; the tests have been rigorous and complete. The computations are not yet finished, but as far as they have gone the results are satisfactory.

"At the same time lengths of 66 feet and 100 feet were carefully marked on a steel band, for use in laying down a permanent standard in the basement of the Lands Office building for the use of surveyors. These lengths were carefully tested, and the results were very satisfactory."

APPENDIX

APPENDIX C.

STATEMENT showing comparative amount and cost of Detail Surveys from 1886 to 1894.

	1886.	1887.	1888.	1889.	1890.	1891.	1892.	1893.	1894.
Number of sheets surveyed and transmitted	40	91	104	173	211	172	113	104	75
Number of original sheets revised for second edition of lithographs	.....	.....	.....	19	3	48	32	47	45
Number of sheets revised and brought up to date prior to first publication	.....	.....	.....	.....	44	37	100	96	99
Area surveyed (ex. surveys for second editions)	649 ac.	1,096 ac.	1,582 ac.	3,924 ac.	8,574 ac.	3,772 ac.	2,401 ac.	1,975 ac.	1,341 ac.
Area covered by surveys for second editions	.....	.....	.....	256 ac.	39 ac.	777 ac.	453 ac.	649 ac.	703 ac.
Length of streets fixed	28 m.	47 m.	57 m. 41 ch.	111 m. 30 ch.	176 m. 22 ch.	77 m. 40 ch.	57 m. 70 ch.	47 m.	41 m.
Number of tenements fixed (ex second edition and revision surveys)	5,094	8,309	8,125	8,404	9,929	3,454	2,477	2,068	2,067
Number of tenements fixed in surveys for second editions	.....	.....	.....	511	54	1,930	732	1,722	975
Number of tenements fixed in revision surveys prior to first publication	.....	.....	.....	.....	390	810	737	574	348
Number of alterations and additions to original surveys, exclusive of new tenements	.....	.....	.....	.....	.....	3,294	6,208	6,360	4,040
Average cost per tenement in the suburbs	£1 8s. 8d.	17s.	11s. 6d.	15s. 8d.	15s. 11d.	15s. 6¼d.	16s. 9d.	16s. 7d.	10s. 7d.
Average cost per tenement of revision and second edition surveys	.....	.....	.....	11s. 11d.	7s. 11d.	13s.	£1 5s. 10d.	10s. 1d.	£1 1s. 9d.
Average cost per acre throughout	£3 12s. 5d.	£6 4s. 7d.	£3 1s. 6d.	£1 13s. 11d.	£1 4s. 7d.	14s. 3d.	12s. 9d.	£1 1s. 8d.	£1 5s. 2d.

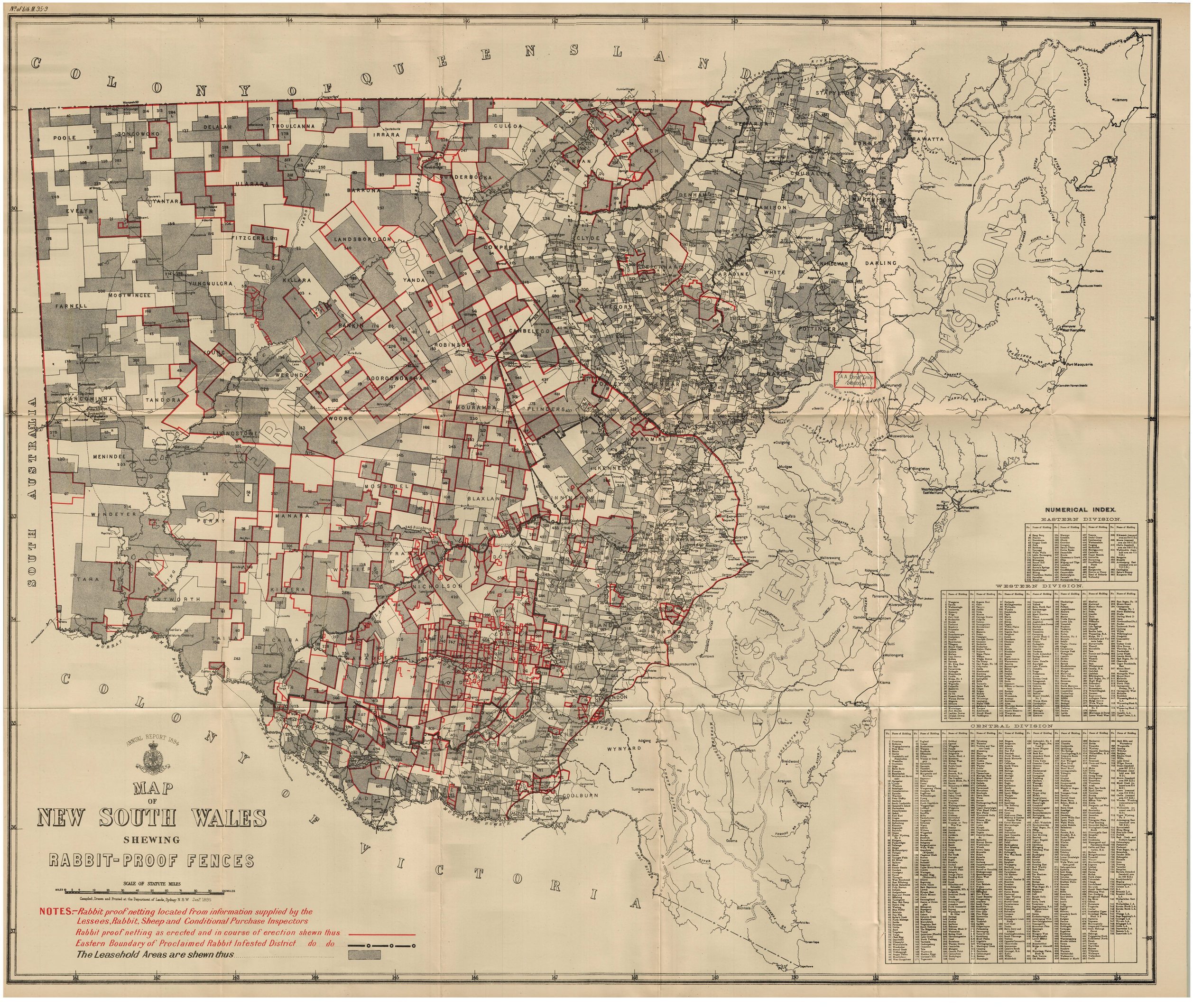
[Eight Plans, &c.]

Sydney: Charles Potter, Government Printer.—1895.

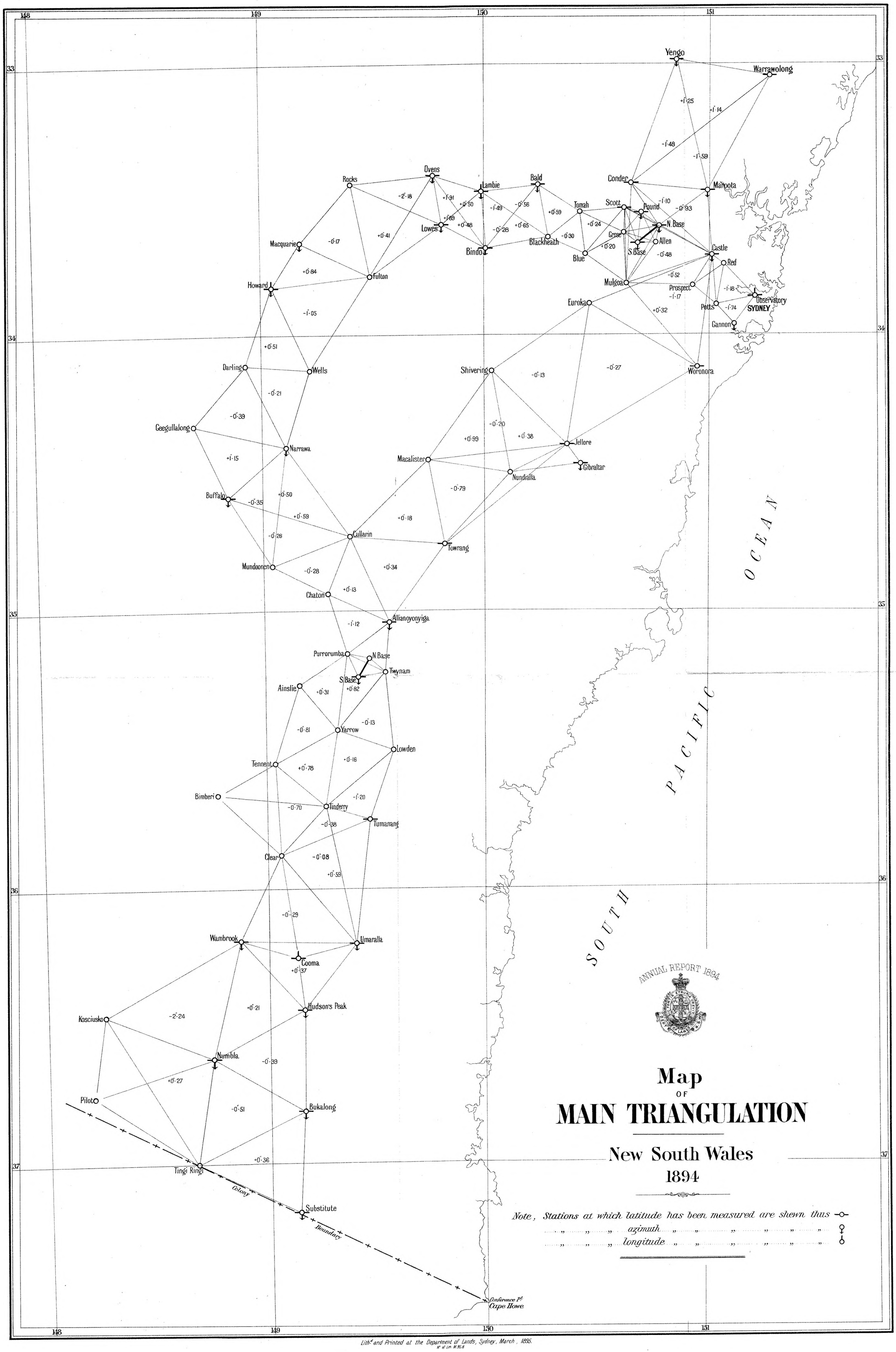
Head Office of Land Board	Land Districts Comprised in Land Board Districts
1 Armidale	2 Armidale 34 Glen Innes 46 Inverell 80 Tenterfield 84 Walcha
2 Bourke	11 Bourke 13 Brewarrina 14 Brewarrina E. 20 Cobar 90 Wilcannia 97 Willyama
3 Cooma	6 Bega 9 Bombala 12 Braidwood 23 Cooma 32 Eden 54 Milton 57 Moruya 72 Queanbeyan
4 Dubbo	25 Coonamble 30 Dubbo 31 Hyden 103 Warren
5 Forbes	102 Barmedman 101 Barmedman East 22 Condobolin 33 Forbes 38 Grenfell 67 Parkes
6 Goulburn	7 Moss Vale 10 Boorowa 36 Goulburn 41 Gunning 94 Yass 95 Young
7 Grafton	96 Bellingen 18 Casino 37 Grafton 47 Kempsey 49 Lismore 60 Murwillumbah 71 Port Macquarie
8 Hay	3 Balranald 4 Balranald S.th 29 Deniliquin 42 Hay 43 Hay North 44 Hillston 45 Hillston North 89 Wentworth
9 Maitland	19 Cassilis 31 Dungog 35 Gosford 52 Maitland 61 Muswellbrook 64 Newcastle 69 Paterson 73 Raymond Terrace 75 Scone 76 Singleton 77 Stroud 79 Taree 92 Wollombi
10 Moree	8 Bingara 56 Moree 85 Walgett 86 Walgett North 87 Warialda
11 Orange	5 Bathurst 17 Carcoar 28 Lowra 50 Lithgow 55 Molong 58 Mudgee 66 Orange 74 Rylstone 88 Wellington
12 Sydney	16 Campbelltown 48 Kiama 51 Liverpool 53 Metropolitan 68 Parramatta 70 Penrith 15 Picton 91 Windsor 93 Wollongong 65 Illawarra
13 Tamworth	24 Liverpool Plains 40 Gunnedah 59 Murrurundi 62 Narrabri 78 Tamworth
14 Wagga Wagga	1 Albury 26 Gundagai 27 Corowa 39 Gundagai 63 Narrandera 81 Tumut 82 Urana 83 Wagga Wagga 98 Tumbarumba N. 99 Tumbarumba 100 Coolamundry Central

Lithographed and Printed at the Department of Lands, Sydney Jan.y 1895

No. of Lith. M. 95-9



ANNUAL REPORT 1894
MAP OF NEW SOUTH WALES
Illustrating progress of the New Colony Map Compilation
NOTE
Existing Railways and those in course of construction shewn thus
Chief Postal Roads do do
Telegraphs do.
Territorial Division Boundaries under Land Law of 1884 do
County Boundaries and Names shewn thus
COOK
SCALE OF MILES
0 10 20 30 40 50 60 70 80 90 100
NOTE
Work completed prior to 1894 tinted thus
Do. do. during 1894 do. do.
Do compiled and ready for drawing do. do.
Astronomical Stations shewn thus
Sections numbered 1 to 9 represent sheets of map when completed.
SIC FORTIS ETRURIA CREVIT
DEPT OF LANDS N.S.W.
QUEENSLAND
SOUTH AUSTRALIA
VICTORIA
SOUTH PACIFIC OCEAN
WESTERN
CENTRAL
EASTERN
MURRAY OR HUME RIVER
MURRUMBIDGEE RIVER
DARLING RIVER
DARLING OR BARWON RIVER
MACINTYRE RIVER
LACHLAN RIVER
MACQUARIE RIVER
BOGAN RIVER
NAMOI RIVER
GWYDIR RIVER
POOLE
TONGOWOKO
DELALAH
THOULCANNA
CULGOA
FINCH
STAPYLTON
BENARBA
BURNETT
ARRAWATTA
BULLER
ROUS
RICHMOND
DRAKE
CLARENCE
GRESHAM
FITZROY
CLARKE
RALEIGH
DUDLEY
VERNON
EVELYN
YANTARA
ULARARA
BARRONA
GUNDERBOOKA
NARRAN
DENHAM
JAMISON
COURALLIE
MURCHISON
HARDINGE
FITZGERALD
LANDSBOROUGH
COWPER
CLYDE
LEICHHARDT
BARADINE
WHITE
NANDEWAR
DARLING
INGLIS
FARNELL
MOOTWINGEE
YUNGNULGRA
KILLARA
YANDA
GREGORY
POTTINGER
PARRY
HAWES
MACQUARIE
YANCOWINNA
YOUNG
RANKIN
ROBINSON
CANBELEGO
OXLEY
EWENMAR
GOWEN
NAPIER
BUCKLAND
BRISBANE
GLOUCESTER
DURHAM
TANDORA
WERUNDA
BOOROONDARRA
MOURAMBA
FLINDERS
NARROMINE
LINCOLN
BLIGH
PHILLIP
HUNTER
NORTHUMBERLAND
MENINDEE
LIVINGSTONE
WOORE
MOSSGIEL
BLAXLAND
KENNEDY
CUNNINGHAM
GORDON
WELLINGTON
ROXBURGH
COOK
WINDEYER
PERRY
MANARA
FRANKLIN
DOWLING
ASHBURNHAM
GIPPS
FORBES
BATHURST
WESTMORELAND
GEORGIANA
TARA
WENTWORTH
KILFERA
WALJEERS
NICHOLSON
STURT
COOPER
BLAND
MONTEAGLE
KING
CAMDEN
TAILA
CAIRA
WARADGERY
BOURKE
HARDEN
ARGYLE
WAKOOL
BOYD
CLARENDON
TOWNSEND
URANA
MITCHELL
WYNYARD
BUCCLEUCH
MURRAY
ST VINCENT
COWLEY
CADELL
DENISON
HUME
GOULBURN
SELWYN
BERESFORD
DAMPIER
WALLACE
WELLESLEY
AUCKLAND
AUSTRALIA
WESTERN AUSTRALIA
SOUTH AUSTRALIA
QUEENSLAND
NEW SOUTH WALES
VICTORIA
Sydney
Brisbane
Perth
Melbourne
Bass Strait
Tasmania
Gulf of Carpentaria
Timor
Sydney
Newcastle
Port Jackson
Port Stephens
Port Macquarie
Botany B.
Broken Bay
Jervis Bay
Twofold Bay
Cape Howe
Cape Byron
Point Danger
Bourke
Wilcannia
Menindee
Wentworth
Hay
Albury
Wagga Wagga
Dubbo
Bathurst
Orange
Goulburn
Tamworth
Armidale
Grafton
Moree
Cobar
Balranald
Deniliquin
Moama
Cooma
Bega
Printed at the Department of Lands Sydney N. S. W Jany 1895

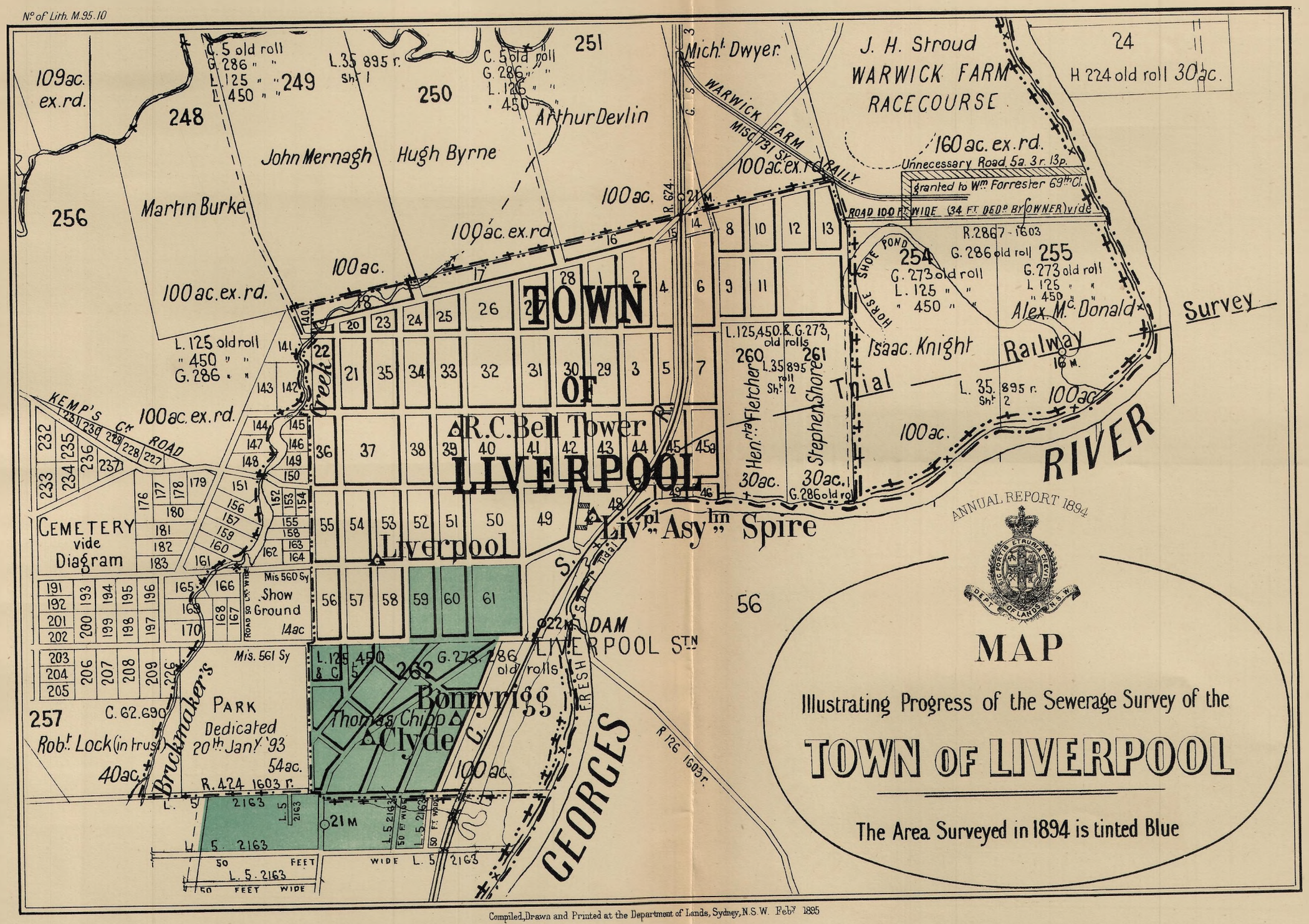


Lith.d and Printed at the Department of Lands, Sydney, March, 1895.
No. of Cop. M.95.8

No. of Lith. M.95-7

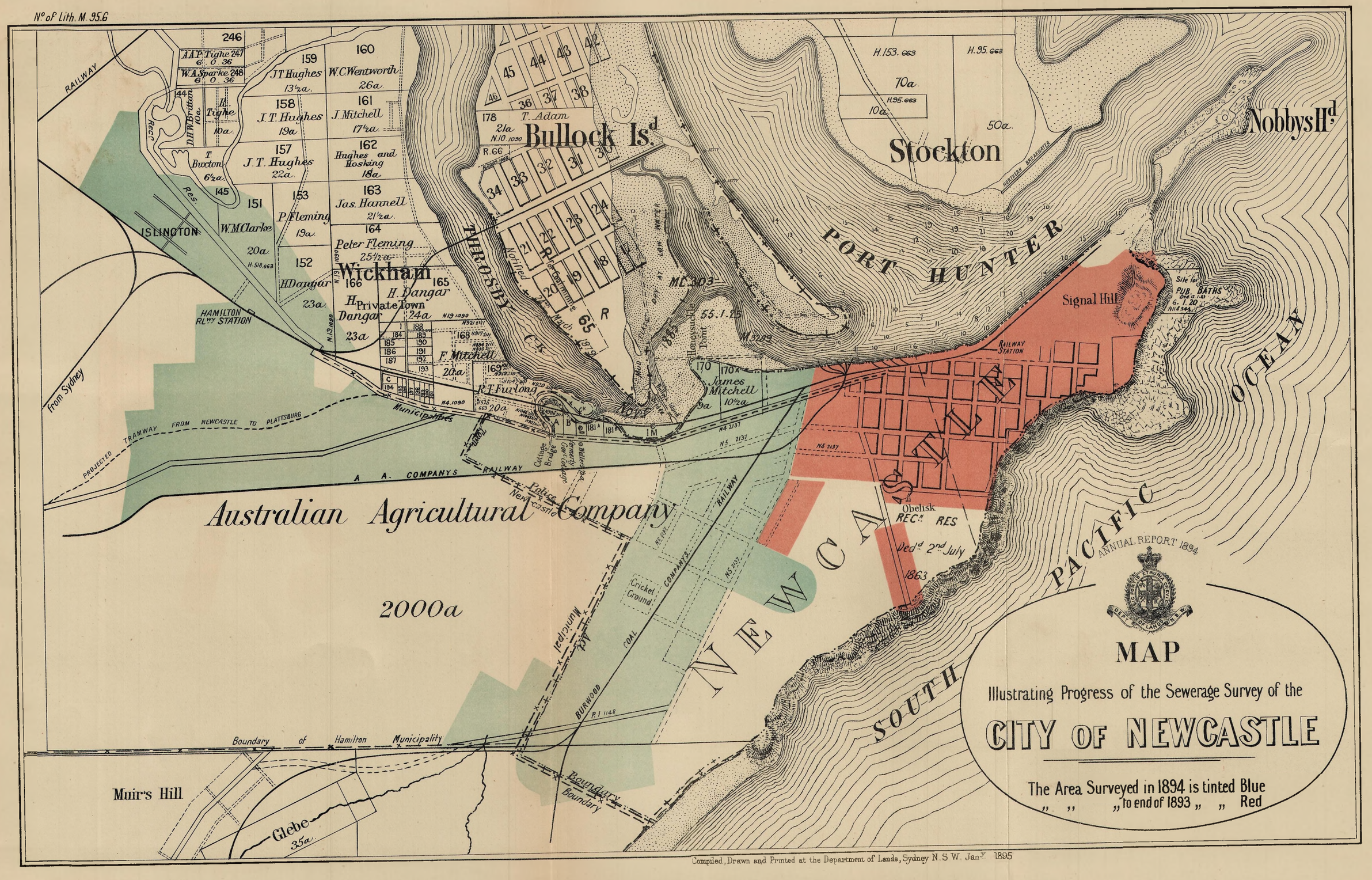
Compiled, Drawn and Printed at the Department of Lands, Sydney N.S.W. Jany. 1895.

No of Lith. M.95.10



Compiled, Drawn and Printed at the Department of Lands, Sydney, N.S.W. Feby 1895

No. of Lith. M. 95.6



1895.

LEGISLATIVE ASSEMBLY.

NEW SOUTH WALES.

SELECTORS' RELIEF BILL.

(MESSAGE No. 17.)

Ordered by the Legislative Assembly to be printed, 26 September, 1895.

FREDK. M. DARLEY,
Lieutenant-Governor.

Message No. 17.

In accordance with the provisions contained in the 54th section of the Constitution Act, the Lieutenant-Governor recommends, for the consideration of the Legislative Assembly, the expediency of making provision to meet the requisite expenses in connection with a Bill to further promote settlement on lands conditionally purchased from the Crown, by providing for the reduction of the annual payments in respect thereof, and for the reduction of the rate of interest now payable upon certain conditional purchases; to make further provision for the conversion of conditional purchases and conditional leases into homestead selections; and to effect such amendments in such statutes as may be necessary for the aforesaid purposes.

Government House,
Sydney, 25th September, 1895.

1895.

LEGISLATIVE ASSEMBLY.

NEW SOUTH WALES.

CROWN LANDS ACT OF 1895.

(PETITION FROM EDWARD J. WILLIAMS, SECRETARY OF THE MACLEAY PROGRESS COMMITTEE, PRAYING FOR THE REPEAL OF THE 48TH CLAUSE OF.)

Received by the Legislative Assembly, 14 November, 1895.

To the Honorable the Members of the Legislative Assembly of New South Wales.

The Petition of the undersigned, the Secretary of the Macleay Progress Committee,—

RESPECTFULLY SHOWETH :—

That at the general monthly meeting of the Committee, held at Kempsey, November 4th, a resolution was unanimously passed condemnatory of the 48th clause of the Land Act of 1895, by which cumulative interest at the rate of 10 per cent. is charged on all balances owing by Conditional Purchasers in common with Crown Lessees and others.

This imposition, it was pointed out, was calculated to increase the difficulties, if not lead to the absolute ruin of *bonâ fide* settlers, who, having to contend with adverse seasons, have been compelled to allow their instalments to fall into arrears.

The rate of interest demanded was held to be usurious, and such as no Government should demand; it was also pointed out that the charge was one which Conditional Purchasers did not contemplate having to pay when they took up the land, being no part of their original contract.

As Secretary of the meeting, I was requested to sign a Petition to your Honorable House praying for the repeal of the clause.

I would, therefore, humbly pray that you will take into your favourable consideration the necessities of the Conditional Purchasers in the Colony, and the injustice of this impost, and take such measures as will cause the objectionable clause to be repealed.

And your Petitioner, as in duty bound, will ever pray.

EDWARD J. WILLIAMS.

1895.

LEGISLATIVE ASSEMBLY.

NEW SOUTH WALES.

CHURCH AND SCHOOL LANDS.

(DRAFT BILL TO AMEND THE LAW RELATING TO THE SALE, DEDICATION, EXCHANGE, LEASING, OCCUPATION, AND MANAGEMENT OF.)

Ordered by the Legislative Assembly to be printed, 19 *December*, 1895.

59° VICTORIÆ, 1895.

DRAFT OF A BILL

To further amend the law relating to the sale, dedication, exchange, leasing, occupation, and management of Church and School Lands; to validate certain leases; and for other purposes.

BE it enacted by the Queen's Most Excellent Majesty, by and with the advice and consent of the Legislative Council and Legislative Assembly of New South Wales in Parliament assembled, and by the authority of the same, as follows:—

Sale, dedication, and exchange of land.

Power to sell land for specific purposes.

1. (I) Notwithstanding anything contained in the Principal Act, an area not exceeding one acre may be sold by private contract at the appraised value for the purpose of erecting a church or place of public worship or clergyman's residence thereon, and the land so sold shall be used for that purpose and for no other purpose whatsoever: Provided that in no case shall the appraised value be less than at the rate of five pounds per acre of the land sold.

(II) If the land be used for a purpose other than any of the purposes aforesaid, the Governor may, by notice in the *Gazette*, declare the sale cancelled, and thereupon the land with all improvements thereon shall revert to Her Majesty freed from all trusts affecting the same, and may be disposed of under the Principal Act, or any Act amending it: Provided that, on valid reasons being shown, the Minister may sanction the removal of any building on the land within a time to be named by him.

Power to reserve and dedicate lands for public purposes.

2. (I) The Governor may, by notice in the *Gazette*, reserve and dedicate any land being portion of the church and school lands in such manner as may seem best for the public interest, as a road, street, or lane, or as a site for a town or village, public park, public school, hospital, burial-ground, school of arts, town-hall, court-house, lock-up, or for purposes of sewerage, drainage, or for water-courses, or for the storage of water, or as a site for a permanent common, recreation ground, cricket ground, railway, tramway, or rifle range.

Upon the publication of the notice as aforesaid, the land shall become and be reserved and dedicated for the purpose specified therein, and for no other purpose. An abstract of every intended reservation or dedication under this section shall be laid before both Houses of Parliament one month before the reservation or dedication is made.

Contribution to cost of construction of railway or tramway.

(II) Where under this section any land has been dedicated as a site for any railway or tramway, the Governor may by warrant under his hand addressed to the Colonial Treasurer authorise a contribution to the cost of the construction of such railway or tramway not exceeding pounds per centum of the estimated cost of constructing such railway or tramway, to be charged to the Public Instruction Endowment Account and placed at credit of the General Loan Account.

Such contribution shall be made subject to the condition that the amount thereof shall be recouped to the Public Instruction Endowment Account from the General Loan Account when and so soon as the earnings of the said railway or tramway are sufficient to pay the working expenses thereof, together with interest on the capital cost of construction calculated at the rate then current for New South Wales Government Loans.

Alteration of plan of town or village.

3. It shall be lawful for the Governor to correct or alter the name, design, or plan of any city, town, or village reserved or dedicated under this or the Principal Act or otherwise, and the limits of any suburban lands attached thereto, or to wholly cancel any such design or plan. And notice of the intention so to correct, alter, or cancel such design, plan, or limits shall be published in the *Gazette* and in one newspaper circulating in the city, town, or village, and no such correction, alteration, or cancellation shall take effect until after the expiration of three months from such notification. Every such correction, alteration, or cancellation shall be notified in the *Gazette*, and an abstract thereof laid before Parliament within thirty days after such notification, if Parliament be then in Session, and if not, then within thirty days after the commencement of the then next Session.

When dedication, may be revoked, and new dedication made.

4. (I) In any case in which the Governor is of opinion that any purpose for which any reservation or dedication of church and school lands was made has failed wholly or in part, or that there is any doubt or uncertainty as to such purpose, or that the trusts annexed to any land reserved or dedicated have failed, or cannot reasonably be carried out, or that it is expedient in the public interest to resume the whole of the land reserved or dedicated, or to make an exchange of any portion of any such land for other land part of the church and school lands of equal value, or nearly so, to be reserved or dedicated on similar trusts, or for like purposes, then, and in every such case, the Governor may direct a notice to be published in the *Gazette*, setting forth the mode in which it is proposed to deal with the reservation, dedication, or land in question (hereinafter termed "Proposals"), a copy of which notice shall be laid before both Houses of Parliament within ten days of the publication thereof in the *Gazette*, if Parliament be sitting, and if not, then within ten days after the beginning of the next ensuing Session.

(II)

(II) If Parliament within one month from the day when the notice was laid before Parliament declare by resolution that it does not assent to the proposals set forth in such notice, no further action shall be taken in the matter.

(III) If no such resolution be passed, then, after the expiration of one month from the day when the notice was laid before Parliament, it shall be lawful for the Governor to direct the proposals so notified to be carried out, and the same shall be carried out accordingly; and for that purpose the Governor may revoke by notice in the *Gazette* any such reservation or dedication wholly or in part, and make any new reservation or dedication sanctioned by such proposals, and issue such grants and execute such exchanges, deeds, assurances, and instruments as the circumstances of each case may require.

Appointment of trustees.

5. The Governor may appoint the Council of any municipality and its successors or any persons, not being less in any case than three in number, to be trustees of and to be charged with the care and management of church and school lands already or hereafter reserved or dedicated for any public purpose whatsoever, and may confer such estate in such lands, and accompanied by such powers and upon such conditions as he may think fit, and as may be included in any grant issued to such trustees. And the Governor may from time to time remove any trustees, and fill any vacancies which may occur by reason of such removal, or by death or resignation; but every such appointment shall only take effect upon notification in the *Gazette*. He may also make regulations enforceable by penalties not to exceed in any case twenty pounds for the management and control of any land so dedicated or reserved, without placing such land in trust, which regulations, upon notification in the *Gazette*, shall have the force of law.

Alienation of unnecessary roads.

6. (I) Any owner in fee simple of church and school land alienated prior to the commencement of the Principal Act, adjoining a road reserved exclusively for access to such land, and not required for public use or convenience, may, on payment of the prescribed fee, apply to the Minister to close such road, or whenever any road proclaimed through any land as aforesaid renders unnecessary a reserved or other road bounding or traversing that or any neighbouring land, the Governor may declare, under the hand of the Minister, by notification in the *Gazette*, and in a newspaper published or circulating in the neighbourhood where such road is situate, that such reserved or boundary road will be closed unless valid objections are offered. At any period not less than three months after the publication of such notice the road may be closed, and the land on which the road is situate may be granted to the owners of church and school land as aforesaid adjoining the said road in accordance with any agreement made by such owners with each other, or, if no such agreement be come to, then in such proportions as the Minister may determine. And the value of such land, to be determined by appraisement as hereinafter mentioned, shall be paid for the same, as well as all costs of survey, report, and deed fee incurred in dealing with such application.

(II) On the approval of any such application the same shall be notified in the *Gazette*. And if, within three months after such notification, the purchasers fail to pay the value of the land appraised as aforesaid, together with the deed fee and all costs demanded for survey and reports incurred in connection with the land mentioned in the application, the right to purchase such land may be treated by the Minister as having lapsed, and the land may be sold by auction, or may be leased, reserved, dedicated, or otherwise disposed of pursuant to the provisions of the Church and School Lands Acts, 1880–1895.

Exchange may be made of Church and School Lands and Crown and other lands.

7. It shall be lawful for the Governor to give effect to any exchange of church and school lands for Crown lands or private land which may be agreed upon by the Minister for Public Instruction of the one part and any other Minister of the Crown or private individual of the other part by directing such grants, conveyances, or other assurances to be issued and made in such form and subject to such conditions and reservations as he may think proper or necessary. And upon any such exchange being completed the church and school lands exchanged for Crown lands shall be subject to the provisions of the Crown Lands Acts then in force; and conversely the Crown lands or land of private individuals exchanged for church and school lands shall be subject to the provisions of the Church and School Lands Acts, 1880–1895:

Provided that where in the case of an exchange of land with a private individual, the values of the lands exchanged are unequal, the respective values of the lands may be determined by arbitration, and the difference between the values determined as aforesaid shall be paid to or by the Colonial Treasurer, and carried by him to the credit of or charged against the Public Instruction Endowment Account, as the case may be.

Leases.

Validation of leases.

8. (I) All leases of any church and school lands and of any rights or privileges over or affecting any such lands for any purpose whatsoever, granted or purporting to have been granted in pursuance of the Principal Act, or any Act amending the same, before the day when this Act takes effect, shall be deemed to have been and to be good and valid leases under the Principal Act, for the terms and subject to the conditions in the said leases respectively mentioned.

Validation of gold mining leases.

(II) Where before the day of the commencement of the Church and School Lands Mining Act, any church and school lands have been classified as lands suitable for gold mining purposes, and a lease of such lands has been sold and granted by the Minister, every such lease shall be deemed to have authorised and to authorise the lessee, his executors, administrators, and assigns, notwithstanding anything contained in any deed or charter affecting the said lands, and notwithstanding any prerogative rights of the Crown to mine for gold on and under the said lands.

Remission of increase of rent.

9. Where in a lease of church and school lands it is provided that on an extension of the term of the lease a further rent or royalty, additional to that reserved, shall be payable, the Minister may forego or remit the payment of such further or additional rent or royalty, whether the same accrued due before or after the commencement of this Act.

Lease of church and school lands.

10. Except where otherwise provided in the Church and School Lands Acts 1880–1895, the leases of all church and school lands which—

(*a*) have never before been leased; or,

(*b*) having been previously leased, have been withdrawn from lease; or,

(*c*) having been previously leased, the leases thereof have expired

shall, in the first instance, be submitted to public auction at an upset rent, to be appraised as hereinafter mentioned.

Notwithstanding anything contained in the Principal Act, any lease submitted once to public auction and not sold, and the lease of any land which has previously been leased, and the lease whereof has been surrendered or forfeited, may, subject to the provisions of this Act, be sold by private contract at any rent being not less than the rent as last appraised:

Provided

Provided that where a minimum rent is fixed by some Act of Parliament, the appraised rent shall not be less than the minimum fixed as aforesaid.

Grazing and agricultural leases.

11. (I) Every grazing or agricultural lease granted after the commencement of this Act (not being an improvement lease granted under the next succeeding section) shall be for a term of twenty-eight years, and the term shall be divided for the purpose of the appraisement of the rent into four periods each of seven years, and a separate appraisement shall be made of the yearly rent payable for each such period.

Tenant right in improvements.

(II) Upon the expiration by effluxion of time of the term of any grazing or agricultural lease as aforesaid, the last holder of the lease shall have tenant-right (as the same is hereinafter defined) in improvements upon the land theretofore held under the lease.

Improvement leases.

12. The Minister may, under this section, without submitting to public auction, grant grazing or agricultural leases of church and school lands, which, by reason of inferior quality, heavy timber, scrub, noxious animals, undergrowth, marshes, swamps, or other similar cause, are not suitable for settlement until improved, and can only be rendered suitable for settlement by the expenditure of large sums in the improvement thereof. The granting of the leases shall be subject to the provisions hereunder contained:—

(*a*) The term of the lease shall not exceed twenty-eight years, and shall commence from the date of the execution of the lease.

(*b*) The area included in the lease shall not exceed three hundred and twenty acres.

(*c*) The lease may contain such covenants and provisions as to the Minister may seem expedient according to the circumstances of each case, and all such convenants and provisions shall be notified in the *Gazette* and in a newspaper circulating in the neighbourhood where the land is situate before the lease is offered for sale. The lease shall contain covenants and provisions for the improvement of the land leased and for the expenditure of money thereon, for the payment of rent, and for the determination of the lease upon any breach by the lessee of the covenants and provisions thereof.

Grant of surface rights in mineral lands.

13. It shall be lawful for the Minister to grant, without submitting the same to public auction, leases for business and residential purposes of a surface right over an area not exceeding in any case one acre on church and school lands classified as "lands suitable for mining operations or otherwise" at an annual rent not less than one pound. The lease shall confer no right to mine for gold or other minerals, provided that such lease may, during its currency, be surrendered, and a new lease may be granted for mining for gold or other minerals.

The Minister may, under the Church and School Lands Acts, 1880–1895, grant leases to mine for gold, silver, or other minerals under land leased for business or residential purposes.

Lessee not to assign or sublet.

14. The lessee of any lease granted after the commencement of this Act, or any person claiming through or under him, shall not during the continuance of such lease, or any renewal thereof, demise, sublet, sell, assign, transfer, set over or otherwise part with his interest in the land leased or any portion thereof, or with the possession of the land leased or any portion thereof to any person whomsoever without the special license and consent in writing of the Minister first had and obtained for that purpose, and unless such transfer of or dealing with his interest be in the prescribed form.

Any contravention of the provisions of this section may have the effect of forfeiting the lease or any renewal thereof, and (except as hereinafter provided) all improvements thereon, upon publication in the *Gazette* by the Minister of a declaration of forfeiture.

15.

Withdrawal from grazing or agricultural leases for settlement purposes.

15. The Minister may withdraw land from any grazing or agricultural lease whenever he deems it expedient so to do for the purpose of providing for settlement by other holdings: Provided that, prior to any such withdrawal being notified as hereinafter provided, some person authorised in that behalf by the Minister shall make an inquiry and shall report to the Minister with respect to the expediency of the proposed withdrawal, and upon such inquiry the lessee may attend and shall be heard. The area withdrawn under one exercise of this power shall be in as compact a form as practicable, and the aggregate areas to be withdrawn under this power shall not exceed one-half of the aggregate areas held by the lessee under any lease or leases.

Every such withdrawal shall be notified in the *Gazette* and some newspaper published in the neighbourhood where the land is situate, and shall take effect four months after the date of the notification in the *Gazette*, or at such later date as may be specified for that purpose in the notification.

Upon any such withdrawal taking effect the lease shall cease to include the land so withdrawn, but shall otherwise continue in full force and effect, except as hereinafter provided.

In compensation for a withdrawal under the power conferred by this section—

(*a*) a period of six months for every one hundred acres withdrawn and one month for every additional twenty-five acres or fractional part thereof withdrawn shall be added to the term of the lease; and

(*b*) the land withdrawn may, upon payment of the license fee as prescribed, continue to be occupied in virtue of a preferential occupation license terminable on six months' notice in writing from the Minister; and

(*c*) the rent for succeeding years of the lease shall be reduced in proportion to the area withdrawn; and

(*d*) a proportionate amount of any rent paid in advance shall be credited on account of the first year's license fee for the withdrawn area, or refunded at the request of the lessee:

Provided always that upon application by the lessee within the time and in the manner prescribed, the rent of the land remaining subject to the lease shall be reappraised.

The Minister shall notify in the *Gazette* the length of the period to be added to the term of a lease in consideration of a withdrawal, and the date at which such added period will expire; and the added period shall determine upon the date so notified; and the Minister shall likewise notify the annual rent of the land leased in any case where the rent has been varied, and the rent so notified shall be deemed to have been payable as from the date of withdrawal.

The period added to the term of a lease in consideration of a withdrawal shall be affixed to the renewal (if any) of such lease, and the conditions of the lease during any such added period shall be the same as immediately prior to the commencement of such period.

Withdrawal from lease for purpose of dedication.

16. It shall be lawful for the Minister to withdraw any land from any grazing or agricultural lease for reservation or dedication under this or the Principal Act on payment of such fair compensation for loss to the lessee, occasioned by the withdrawal as may be agreed upon between the Minister and the lessee, or on failure of agreement as may be determined by arbitration in the prescribed manner. But in any case the amount of compensation for the loss per acre withdrawn shall not exceed three times the amount of the average yearly rent per acre of the land leased, and the rent for the remaining area shall be proportionately reduced, and such reduced rent shall thenceforth for all purposes be treated as being the rent originally reserved.

17. Any person who, at the commencement of this Act, holds a lease, not being a mining or building lease of church and school lands, may make application in the manner prescribed to be allowed to surrender such lease, and obtain a fresh lease or leases under the provisions of this Act.

Surrender of lease granted before commencement of this Act and grant of new lease.

Upon receipt of such application, with which must be forwarded the fee prescribed, an appraisement of the yearly rent, having regard to the capabilities of the land leased, and the purposes for which the lease or leases are proposed to be granted, shall be made and reported to the Minister, who shall signify his approval or otherwise of the application.

A period of sixty days will be allowed after the Minister has approved of an application within which the applicant may either withdraw his application or accept a new lease or leases.

On the expiration of the said period, the new lease or leases may be granted at the appraised rent.

If the applicant fails to withdraw his application within the period allowed, or fails to accept a new lease or leases when tendered to him, the aplication becomes void, and the fee paid therewith may be forfeited.

18. The holder of a grazing lease may make application in the manner prescribed to be allowed to surrender his lease for the purpose of obtaining an agricultural lease of a part of the land leased, and a grazing lease of the residue.

Surrender of grazing lease for purpose of obtaining an agricultural lease of part of land.

Upon receipt of such application, with which must be forwarded the fee prescribed, an appraisement of the yearly rent of the land proposed to be leased for agricultural purposes shall be made and reported to the Minister, who shall signify his approval or otherwise of the application.

A period of sixty days will be allowed after the Minister has approved of an application, within which the applicant may either withdraw his application or accept the new leases.

On the expiration of the said period an agricultural lease of the land proposed to be leased for agricultural purposes may be granted to the applicant at the appraised rent, and a grazing lease of the residue of the land originally leased may be granted to the applicant at the yearly rent payable when the application was made, reduced in proportion to the area included in the agricultural lease.

If the applicant fails to withdraw his application within the period allowed, or fails to accept the new leases when tendered to him, the application becomes void, and the fee paid therewith may be forfeited.

19. Tenant-right shall accrue upon the determination, by effluxion of time, of the lease by reason of which the tenant-right is expressed to be conferred, and shall entitle the person in whom for the time being the tenant-right is vested to receive the value to an incoming tenant of the improvements from any persons who take a lease of the land containing the improvements. And in the event of such persons not paying the amount then due and unpaid for the value of such improvements, such amount or so much thereof as remains unpaid for the time being shall be and remain a charge upon the land containing such improvements while in the hands of a lessee until payment thereof. The value of the improvements to an incoming tenant shall be appraised as hereinafter mentioned, but shall be calculated on the basis of the value of such improvements to the land leased, and the payment of the value shall be made by such instalments, and at such dates, as may be prescribed.

Tenant right in improvements.

The

The improvements, in respect of which tenant-right is conferred by this Act, shall in all cases be—

(*a*) of a permanent, fixed, and substantial character, and necessary for the profitable occupation of the land; and

(*b*) the property of the person claiming to have tenant-right in respect thereof;

and improvements which were forfeited or forfeitable to, or vested in Her Majesty immediately prior to the accruing of the tenant-right, shall not be included:

Provided always that—

(*a*) the tenant-right shall lapse after the expiration of twelve years from the date of its first accruing, and thereafter the improvements shall be the property of Her Majesty, but such lapsing shall not affect any agreement, appraisement, or order for payment previously made; and

(*b*) the holder of the lease of the land containing the improvements shall be liable to pay any instalments of the value thereof, appraised as aforesaid, which may accrue due during his holding; and

(*c*) the value of any successful and useful well or bore for artesian water shall not be taken to exceed the first cost thereof, and no allowance shall be made for any unsuccessful or useless well or bore.

Forfeited lands containing improvements subject to tenant-right or ownership.

20. Where a lessee of land has paid to the person having tenant-right part of the value of the improvements, and the lease is forfeited, such share of the value of the improvements as is represented by the amount so paid at the time of the forfeiture shall vest in Her Majesty, and the remaining share of the improvements, or in the case of no such payment having been made, then the whole of the improvements shall continue to belong to the person having tenant-right, and shall be subject to tenant-right as defined by this Act: Provided that if the land be leased after the forfeiture a fresh appraisement shall thereupon be made of such share of the value of the improvements as are vested in the person having tenant-right.

Appraisement of rents, values, or compensation.

Appraisement of rents, values, or compensation.

21. The appraisement of yearly rents of church and school lands leased or proposed to be leased, together with the value of all improvements, and the appraisement of the value of any land shall, for the purposes of this Act, be made by some person appointed for that purpose by the Minister by writing under his hand; and the appraisement so made, when approved by the Minister, shall be the appraised rent or value, as the case may be:

Provided always that in any case where the appraisement rent value or compensation is objected to, such appraisement shall be referred to and dealt with by the Local Land Board for the land district (as proclaimed under the Crown Lands Act of 1884, or any Act amending the same) within which the land in respect of which the appraisement is to be made is situate. Any such appraisement may be appealed from in the manner prescribed by the Crown Lands Act of 1884, or any Act amending the same, or any regulations made thereunder. On receipt of any appraisement not so appealed against, the Minister shall either accept the same or, within a month, refer it to the Land Appeal Court, with a statement of his reasons for so doing. The said Court shall, both in cases of appeal and reference, determine the amount of such rent, value, or compensation, and the amount so determined shall be final and conclusive:

Provided however that, if it appears to the Minister that further consideration or inquiry is necessary, he may return the case to the Land Appeal Court for such purpose, and the determination of the said Court shall be final and conclusive.

Licenses

Licenses and Permits.

22. It shall be lawful for the Minister, subject to regulations made by the Governor, to grant licenses or permits to cut and remove live or dead timber on church and school lands, either unleased, or held under grazing lease. The period for each license or permit shall not exceed three months, and the fee for a license or permit shall be one pound for each person employed, whether cutter or carter, and the license or permit must be produced on demand made by any member of the police force or other person duly authorised by the Minister in that behalf. Licenses to cut and remove timber.

The breach of any condition or obligation, or the failure to perform any act or matter specified in any such license or permit, shall have the effect of forfeiting such license or permit upon a declaration of forfeiture notified by the Minister in the *Gazette*.

23. It shall be lawful for the Minister, subject to regulations made by the Governor, to grant licenses or permits to dig for, quarry, and remove from church and school lands not held under lease, any stone, sand, clay, shell, earth, or other similar material. The period for each license or permit shall not exceed three months, and the fee for each license or permit shall be one pound for each person employed, whether quarryman or carter, and the license or permit must be produced on demand made by any member of the police force or other person duly authorised by the Minister in that behalf. Licenses to remove stone and earth.

The breach of any condition or obligation, or the failure to perform any act or matter specified in any such license or permit, shall have the effect of forfeiting such license or permit upon a declaration of forfeiture notified by the Minister in the *Gazette*.

Supplemental.

24. Any person cutting or removing, or causing to be cut or removed, any timber, or stripping or removing, or causing to be stripped or removed, the bark of any tree on, or quarrying or removing, or causing to be quarried or removed, any stone, land, clay, shell, earth, or other similar material from church and school lands, either unleased or held under any lease, without the authority of a lease, license, or permit granted or issued under this Act, shall be liable to a penalty of not less than *one* pound and not exceeding *five* pounds for the first offence, or *ten* pounds for the second offence, or *twenty* pounds for the third or any subsequent offence: Provided that this section shall not apply to persons removing firewood not for sale from unleased church and school lands. Penalties for cutting timber.

25. Any person unless lawfully claiming under any subsisting lease, license, or permit, or otherwise under the Church and School Lands Acts, 1880–1895, who occupies or uses any church and school lands, either by residing or by erecting any hut, building, or other structure thereon, or by clearing, digging up, or enclosing, or cultivating any part thereof, shall be liable to the penalties in the last preceeding section mentioned. Penalty for trespa

26. No person occupying land under a grazing or agricultural lease shall— Trespass by stock on unfenced lands under grazing or agricultural lease.

(*a*) bring an action for trespass committed by stock upon the said land, whether before or after the commencement of this Act; or

(*b*) impound any stock trespassing upon the said land,

unless the said land or the portion thereof trespassed upon was, at the date of the trespass, enclosed with a fence reasonably sufficient to keep out stock:

Provided always that nothing in this section contained shall—

(*a*) apply to any trespass wilfully caused, or

(*b*) affect any action which is pending at the commencement of this Act.

Moneys payable to be carried to credit of Public Instruction Endowment Account.

27. All moneys payable upon the sale, exchange, leasing or occupation of church and school lands or otherwise under the Church and School Lands Acts, 1880–1895, or any regulations made thereunder, and all fees, costs, charges, expenses, and penalties payable under the said Acts or regulations shall be paid to the Colonial Treasurer and carried by him to the credit of the Public Instruction Endowment Account.

How money paid from Public Instruction Endowment Account.

28. Unless otherwise provided by this Act, a certificate under the hand of the Minister, addressed to the Colonial Treasurer, stating that any sum therein named is required to be paid from moneys at credit of the Public Instruction Endowment Account, shall be a sufficient authority to such Treasurer to pay the said sum according to the tenor of such certificate.

Governor may make regulations.

29. The Governor may make regulations to provide for all matters necessary for carrying this Act into full effect; and such regulations, when published in the *Gazette*, shall have the force of law, and copies thereof shall be laid before both Houses of Parliament forthwith if Parliament be then sitting, and if not, then within fourteen days after the commencement of the next Session.

Definitions, incorporation of Acts, and short title.

30. In this Act, or in any other Act, or in any by-laws or regulations, "Church and School Lands Acts, 1880–1895" means the Church and School Lands Dedication Act, 1880, the Church and School Lands Mining Act, the Church and School Lands Mining Act, 1889, and this Act; and the said Acts shall be construed together as one Act.

This Act may be cited as the "Church and School Lands Amendment Act, 1895."

Synopsis of the Church and School Lands Act Amendment Bill.

No. of Clause.	Reasons advanced for proposed Amendment.
Clause 1. Alienation at appraised value of any area up to 1 acre for church purposes.	This clause will do away with what is undoubtedly a hardship to lessees. Under the existing Act no power is given to lease land for the erection of places of public worship, except at auction. In the past, land has been so leased in trust, the trustees becoming responsible for the rent. To illustrate a case: At Forest Reefs an area of 3 roods 2½ perches was leased for church purposes for a term of fifty years, at 50s. per annum, subject to a 10 per cent. increase every ten years. The trustees appointed by the residents having left the district, one individual, rather than see the church closed, pays the rent. The estate has already received £26 7s. 6d., and, assuming the rent to be paid for the full term, £150 10s. will be received. The clause is safeguarded by limiting the use to which the land is to be put, the area to be sold, and the minimum price to be paid; whilst, as regards improvements, although they revert to the estate in the event of cancellation, power is reserved to the Minister to sanction their removal within a period to be specified.
Clause 2. Power to reserve and dedicate lands for public purposes.	(I) This clause increases the scope of dedications as allowed under the Principal Act. Its introduction is obviously in the interest of the estate, as it will add to the value of surrounding land, and the residents thereof, and community generally (more particularly in townships), will be benefited by the privileges which such dedications will confer.
Contribution to cost of construction of a railway or tramway.	Subsection (II). It is thought advisable to make provision for defraying part of the cost of construction of railways or tramways through the estate, which at the time of construction may not be remunerative, but, by opening it up, would eventually become so. Provision is also made for recouping the Public Instruction Endowment Account, so soon as the earnings are sufficient to pay working expenses.
Clause 3. Alteration of plan of town or village.	This clause is introduced in order that some of the designs of villages on the estate may be modified or altered. In some cases villages (Apsley more particularly) have been laid out with numerous streets and lanes running through each section. The land is not likely to be required for building purposes, and the result is that the existence of unnecessary streets and lanes prevents the land being leased for any other purpose, the cost of fencing being too great. Moreover, should it be found advisable to dedicate a section for Public School or any other purpose, there is no power under the Principal Act to close a lane, which might prove a great inconvenience.
Clause 4. Power to revoke dedication.	This clause clearly explains its necessity. As to the exchange of land, in cases of severance by a railway, &c., it may prove of great advantage to have this provision.
Clause 5. Appointment of trustees.	This clause provides for the appointment of trustees under such powers and conditions as the Governor may think fit; it also provides for their removal, and the filling of vacancies which may arise through various causes. Its necessity is obvious.
Clause 6 (I).	This clause has been introduced to admit of persons acquiring land left as access roads in the subdivision of the estate made prior to the passing of the Principal Act, the use of such having been wholly done away with through the land with frontage thereto being purchased by one individual. Many of these roads are now enclosed, and of no public utility. Provision is made for every publicity being given before a sale is effected, and also for costs of survey, report, &c., being borne by the applicant to purchase at appraised value.
Subsection (II).	Provides that in the event of purchase not being completed the land may be otherwise disposed of.

No. of Clause.	Reasons advanced for proposed Amendment.
Clause 7. Providing for exchange of lands.	The principal necessity for the introduction of this clause is that in the construction of railways severance is certain to arise. For instance, on the Blayney-Murrumburrah line there are several cases where land has been severed leaving small portions of alienated and church and school lands on either side thereof. The latter is enclosed with the freehold, and returns little or no revenue, but if exchanged would become revenue-producing. In extending the provisions to Crown lands it is thought that many cases may arise where exchanges might be advantageously made.
Clause 8. Validation of all leases.	This clause will validate those leases granted under the Principal Act which the Attorney-General has decided are invalid through the land not being open to lease by private contract as provided by clause 9 thereof.
Clause 9. Remission of increase of rent.	This clause will extend the powers of the Minister so that the 20 per cent. increase every seven years on existing leases may be done away with; and, whilst legalising any action taken in the past for the remission of rents, gives power to remit rents or royalties accrued due before or after the passing of this Act.
Clause 10. Lease of Church and School Lands.	This clause is one of the most important in the Bill, as it alters the provisions under which land can be leased in the future. It is thought that its introduction, which in effect repeals clause 9 of the Principal Act, will do away with what at the present time is almost a monopoly of church and school lands. Under the existing law a person on purchasing a lease pays the first half-year's rent in advance. At the end of that time, if he fails to pay the rent, the Minister may cancel the lease; but as one month is allowed after after the expiry of the six months in which the rent should be paid, and as considerable time must elapse before the cancellation can be gazetted and the lease be again sent on for auction, the original lessee has the use of the land for three or four months, and probably more, free of rent. This period may be considerably extended as the whole process has to be repeated of again offering the land at auction before a tender can be accepted.
Clause 11. Grazing and agricultural leases.	The powers conferred under this clause, of granting leases for a period of twenty-eight years, and for the appraisement of rentals to be paid every seven years, should secure to the department a fair rental for the whole term of the leasehold; and as subsection (11) provides for the last holder having tenant right, every inducement is given to the lessee to maintain his improvements in good repair up to the expiry of his lease.
Clause 12. Improvement leases.	The introduction of this clause has been brought about by the necessity of providing for the occupation of lands thickly infested with briars or prickly pear, or swamp lands, which at present are valueless, but if occupied at a nominal rental for a period of, say, five years would thereafter be revenue producing. The limitation of the area to 320 acres has been thought advisable for this class of lease, so that its objects may be fully carried out; but in view of the lenient conditions of the lease in its early stages, it has not been given tenant right.
Clause 13. Grants of surface rights on mineral lands.	The necessity of such a clause as this has been brought about by the omission from the Church and School Lands Mining Act of any provision for *Business Sites*. Within the last few years a considerable amount of mining has been carried on on the estate, and frequent applications made for business sites, which have had to be refused. As a consequence the mining community have been put to great inconvenience in obtaining supplies. The clause will remedy these defects in existing Acts, and as provision is made for mining under these sites, adjacent mining interests will not be affected detrimentally.
Clause 14. Lessees not to assign or sublet without Minister's consent.	This clause is inserted to prevent the transfer, assignment, &c., &c., of a lease without the knowledge of the Department, and to secure registration on the books of the office; otherwise, transfers, &c, might be effected without such knowledge, and confusion afterwards arise.
Clause 15. Withdrawal from grazing or agricultural leases for settlement purposes.	This clause will operate more particularly as regards grazing leases. A very considerable area of the leases now in force is suitable for agricultural purposes, and in granting leases for so long a period as twenty-eight years it appears very desirable that provision for resumption, if necessary, should be made. It may also be necessary to resume land for the establishment of townships, more particularly on auriferous lands.

No. of Clause.	Reasons advanced for proposed Amendment.
Clause 16. Withdrawal from lease for purposes of dedication.	Without this clause, clause 2 of the present Bill would be limited in its operations, as most of the land, being under lease, without the power to withdraw, it is just possible that however desirable it might be to dedicate land for any specific purpose it could not be done without the powers conferred under this clause. Compensation for land resumed is limited.
Clause 17. Surrender of lease granted before the commencement of this Act, and grant of new lease.	This clause is an important one to lessees of grazing and agricultural leases under the Principal Act, as it admits of surrender of present leases and their coming under the operation of this Act, and also of the issue of new leases for a period of twenty-eight years, at an appraised rental every seven years; such new leases to carry tenant right.
Clause 18. Surrender of grazing leases for the purpose of obtaining an agricultural lease of part of land.	It has been considered advisable to introduce this clause as, in the past, tenants of grazing rights have cultivated portions of their land with and without the Minister's sanction, and without any increase in rent, thus entering into unfair competition with the agricultural lessee, who pays a higher price generally for this land.
Clause 19. Tenant right.	The introduction of tenant right is a new departure in the mode of dealing with improvements to be effected on church and school lands. The clause embodies the same provisions, so far as practicable, as the Crown Lands Act of 1895. As previously stated, *vide* clause 11, this should be a strong inducement to lessees to hold their leases and to effect and keep in repair improvements made during their tenure.
Clause 20. Forfeited lands containing improvements subject to tenant right or ownership.	This clause simply deals with the disposal of improvements on forfeited lands, and explains itself.
Clause 21. Appraisement of rents, values, or compensation.	In dealing with the mode of appraisement, it is thought that in most instances the rental value of land as appraised by an officer to be appointed by the Minister will be accepted by the lessees. Provision is, however, made in any case where the rent value or compensation is objected to, for reference to the Local Land Board and appeal from that Board to the Land Court whose decision is to be final; so that ample provision for ascertaining the true value of the land is provided.
Clause 22. Licenses to cut and remove timber.	This clause makes better provision for the issue of timber licenses, by specifying the period and fee, and will give greater control over cutters and carters.
Clause 23. Licenses to remove stone, earth, *&c.*	This clause gives the same powers as for the removal of timber.
Clause 24. Penalties for cutting timber, removing stone, *&c.*	This clause provides for penalties for infringment of the two preceding sections. It is very necessary and will simplify prosecutions which have hitherto had to be made under old Acts.
Clause 25. Penalties for trespass, *&c.*	It is thought well to have this provision in the Bill, so as to prevent the occupation of church and school lands by unauthorised persons.
Clause 26. Trespass by stock on unfenced lands under grazing or agricultural leases.	This clause is identical with a clause inserted in the Crown Lands Act of 1895. It is thought that it will cause lessees to enclose their land; at any rate, by not doing so they cannot secure the full benefits of their holding.
Clause 27.	Simply deals with disposal of revenue derived from the estate.
Clause 28.	How money is to be paid from Public Instruction Endowment Account.
Clause 29.	Governor may make regulations.
Clause 30.	Definitions, incorporation of Acts, and short title.

Sydney: Charles Potter, Government Printer.—1895.

[1s.]

386—C

1895.

LEGISLATIVE ASSEMBLY.

NEW SOUTH WALES.

CROWN LANDS.

(PROPOSALS WITH RESPECT TO THE CONVERSION OF CERTAIN PASTORAL LEASES, PRINCIPALLY IN THE LAND BOARD DISTRICT OF DUBBO, INTO SCRUB LEASES, AND WITH RESPECT TO THE EXPENDITURE OF PRIVATE MONEYS IN THE IMPROVEMENT OF THE LAND.)

Ordered by the Legislative Assembly to be printed, 4 December, 1895.

WEST BOGAN SCRUB COUNTRY, CENTRAL DIVISION.

THE scrub country on the West Bogan, situated within the Central Division, is approximately:—

Within leasehold areas	1,800,000 acres
Within resumed areas	1,200,000 acres
Total	3,000,000 acres

And is chiefly comprised within the following pastoral holdings:—

Balgay	Honeybugle
Panjee	West Bogan, No. 7
The Overflow	West Bogan, No. 1
Woodlands	Palisthon
Orange Plains	Mulga or Glenariff, Block B
New Babinda	Hermitage Plains, Block M.
Thorndale	Trowell Creek
Grahweed	Buddabadah
West Bogan, Nos. 2 and 3	Hermitage Plains, Block A2
Canonbar	Melrose
Geweroo	Budgery
Nangerybone	Wilga Downs
Willeroon	West Bogan, No. 6

Representations having been made to the Department by various individual lessees that owing to the alarming spread of the pine and box scrub during the last few years their holdings were in a deplorable state, gradually becoming worthless, and unless some concessions in the way of lower rental and extended tenure could be granted to them they could not see their way clear to incur the expenditure necessary to cope with the scrub and the noxious animals it harboured, and must abandon their lands; petitions having also been presented from the pastoral lessees, and the selectors, setting forth the same, and praying that some measure of relief be afforded them,—Mr. Secretary Carruthers directed that inquiry be made into the matter, and finding that the evil was one extending over a very large stretch of country, Mr. District-Surveyor Smith was summoned to head quarters in order that advantage might be taken of his local knowledge in dealing with the matter.

From the notes of the interview it will be seen the District-Surveyor confirmed the statements of the lessees as to the alarming spread of the pine and other scrub during the last few years, and the fact became apparent that unless these lands were let upon some kind of improvement lease, and inducements offered to occupiers to destroy the scrub and keep the land cleared, it was only a question of time when the whole tract of about 3,000,000 acres would be a dense scrub, which, in addition to being abandoned Crown lands producing no revenue, would be a breeding ground for rabbits, dingoes, wallabies, and other noxious animals, and a standing source of danger to the surrounding country.

The Minister determined to have a conference of all the lessees of the pastoral holdings interested, and with that view a circular letter was issued inviting them to meet him and discuss the condition of affairs.

The

The first interview between the Minister and the lessees took place on Monday, the 18th instant, when Mr. Secretary Carruthers, in opening the proceedings, explained that the object of the meeting was to see if some arrangement could not be devised by which this West Bogan country could not be more profitably occupied than at the present time—more profitably for the State and the occupiers. He was one with them in thinking that the present tenure was not satisfactory, and sufficient to induce them to improve the holdings they leased from the Crown.

He wished them to understand most unmistakably that this was to be a strictly business arrangement. He was not going to take their words, nor was he going to ask them to take his. It was no good coming there to make promises which might not be fulfilled, it would have to be something which could be enforced in the law courts.

The lessees intimated that they were quite in accord with the Minister in wishing to have everything as definite as possible. They had held a meeting and gone thoroughly into the matter, and as a result of their deliberations, had passed the following resolutions, which they begged to submit to the Minister as an embodiment of their views :—

1. That this meeting urges the Minister for Lands to declare the portion of the Central Division lying west of the Bogan River, scrub country, and available for scrub leases.
2. That the runs therein situated be divided into three approximately equal parts, having respectively terms of lease for fourteen, twenty-one, and twenty-eight years, at a nominal rental of (say) 2s. 6d. per section, fixed for the whole period of leases, the lessee agreeing to clear and keep clear each lease during its currency, of noxious scrubs (except mallee), and to ringbark, as provided by the Act.
3. That the lessee have tenant right in his improvements.
4. That the Government lend, at 4 per cent. per annum, to the lessee, the cost of clearing, scrubbing, and ringbarking the country in the first instance
5. That, in the opinion of this meeting, if the Minister would apply the provisions of the improvement clauses in his Act to the resumed areas they (the clauses) would be largely availed of.

They gave statistics (which will be found attached) showing how the country had deteriorated from the spread of scrub, and said that it was estimated there were about a quarter of a million less sheep shorn in the district than there were ten years ago. The reason they had arrived at this deplorable stage was the terrible advance of the scrub. The pine scrub had been with them for years, but lately they had a more terrible description of scrub to deal with—box seedlings. The scrub was gradually spreading over the whole of their holdings, and as their tenure was not sufficient to justify them in undertaking the expenditure necessary to cope with it, unless something was done they would be ruined, and have to abandon their holdings. In a few years there would not be a man employed on their stations. The whole district would be one vast scrub.

With the scrub came other pests, the increase of rabbits, wallabies, dingoes, &c., being truly alarming. The scrub served as a harbour for them, and rendered effective action for their destruction almost impossible, the effect on the small holder being that if he improved his land the vermin swarmed out from the neighbouring scrub on to the improved patches and destroyed them.

The Minister explained that anything he did he would have to submit to Parliament.

He had no objection to the first resolution, that the country be declared scrub country; but he could not entertain their proposals as foreshadowed in the second resolution in regard to the terms of lease and nominal rental. He would never consent to all the land being locked up from settlement for fourteen years. He did not wish to have a lease under which certain portions of the area fell out at the expiration of stated periods, but one giving him the right to take a proportion of the land if it was required at the end of the period for settlement. His idea was a lease under which the Crown should have the right to take (if required) one-fifth in five years, one-fifth in ten years, one-fifth in fifteen years, one-fifth in twenty years, and the balance to be for twenty-eight years.

As to rent, that would have to be fixed by mathematical calculation, on the basis of a fair rent for the country in a cleared state, allowance being made for the cost of clearing and interest on money disbursed in the work—a fixed rent for the whole period—the lessees to execute a bond to expend in clearing at least 2s. 6d. per acre within three years, and to have the land thoroughly cleared of scrub in five years. No tenant right in clearing or other improvements effected by the expenditure of the 2s. 6d. per acre. All present existing improvements to be surrendered to the Crown.

This was so far as leasehold areas were concerned.

The resumed areas he proposed to offer as improvement leases on somewhat similar terms to the leaseholds, but smaller areas, and open to tender.

The lessees adjourned to consider these proposals, and at their next interview represented that unless they could have some guarantee that the rental would not exceed some maximum amount they could not obtain the money from the financial institutions to enable them to carry out the work. The first withdrawal in five years was also another stumbling block, as it practically meant they would have to clear one-fifth of their holdings for nothing, as it would be pretty well five years before they could ring, cut down, burn off, and get feed growing. They ran a great risk in putting their money into this West Bogan country at all.

The Minister intimated that he would agree to leases of twenty-eight years, with the right to the Crown to withdraw (if desired) 25 per cent of the area at the expiration of seven, fourteen, and twenty-one years, and that the maximum and minimum net rental should be agreed upon. (N.B.—This has since been agreed upon at a minimum of 10s. per section and a maximum of 20s. per section net, after all abatements.)

The lessees urged that seven years was too short for the first period of withdrawal, and at least ten years should be given. There was the cost of maintenance, and other improvements necessary by the increased carrying capacity to be considered.

The Minister would not concede any extension of the seven years, and intimated that they must accept this or the negotiations could not proceed. Finally the heads of an agreement were discussed.

The

The chief advantages of the scheme to the Crown may be summed up thus:—

(1.) That the State will, free of expense, get a large tract of scrub country cleared and returned to it fit for profitable occupation one-fourth every seven years; whereas if it be allowed to go on as at present this tract will in a few years be one vast scrub, abandoned by the occupiers, not only not revenue producing, but a danger to the surrounding country as a seed-plot for scrub, and a harbour for noxious animals.

(2.) That at a time when there is a dearth of employment amongst bush workers, there will at least be spent during the next twelve months, 1s. per acre on 1,800,000 acres, equal to £90,000, and probably much more, and within the next three years 2s. 6d. per acre, equal to £225,000. Not one penny of which the State will have to pay.

(3.) Increased railway revenue from the profitable occupation of the land (larger wool clip, &c.)

(4.) The advantages to smaller holders in the district from the surrounding lands being freed from scrub and noxious animals.

It may be added that the District Surveyor anticipates that there will be enough land on the East Bogan to meet all demands for settlement for several years, besides which the resumed areas contain 1,200,000 acres available for settlement.

STATISTICS GIVEN BY LESSEES.

Budgery Holding.

1892	22,000 sheep shorn;	losses,	5,000 sheep.
1893	18,500 ,,	,,	7,000 ,,
1894	9,000 ,,	,,	2,000 ,,
1895	3,800 ,,	,,	5,000 ,,

West Bogan, Nos. 2 and 3.

1891	27,000 sheep shorn.
1892	21,000 ,,
1893	13,000 ,,
1894	7,000 ,,
1895	6,500 ,,

Canonbar.

Resumed area used to carry 30,000 to 40,000 sheep, and now there are practically none.

Panjee Holding.

Area, 274,000 acres, half of which is leasehold. About three-quarters of leasehold was rung prior and subsequent to the passing of 1884 Land Act as well as a portion of the present Resumed Area.

Owing, however, to the lessees being unable to expend money under the present tenure during the past five or six years the pine scrub and box suckers have increased to an alarming extent, and the run at present is only capable of carrying a small number of sheep, and can only be classed as inferior scrub country. The carrying capacity of the run has decreased to such an extent that unless the lessees receive substantial concessions in the way of tenure and reduced rental there will be nothing left to them but to abandon the holding.

Sheep shorn:—1891, 52,000, including lambs; 1893, 52,000—very good season; 1894, 30,000; 1895—Owing to increase of scrub and ravages of rabbits and wallabies, out of 14,000 on the books only 1,200 could be mustered at shearing time. This holding was enclosed with rabbit-proof netting about five years ago at a very heavy expense, and large sums of money have been expended yearly in endeavouring to keep the rabbits under, but owing to the harbour the scrub afforded the pest, the work done was not successful. The scrub wallabies have increased during the past few years to an alarming extent all over the West Bogan country, and it can safely be said, at the very lowest estimate, there must have been 100,000 wallabies on Panjee Holding at this time last year; 6,000 were killed during last March and April within about 4 miles of the homestead. The wallabies and kangaroos on the run must have been equal to about 40,000 sheep.

For this run the lessees pay rent as under:—

	£	s.	d.
Leasehold area	826	15	11
Resumed area	354	15	2
Total	£1,181	11	1

The Overflow Holding.

Pine scrub increased very much lately, and box suckers have sprung up; wallabies are numerous. Large sums have been expended in netting and rabbit destruction. The numbers of sheep have decreased from 100,000 to 40,000 shorn this year.

	£	s.	d.
Rent.—Leasehold area	£1,276	0	0
Resumed area...	360	18	4
Total	£1,636	18	4

New Babinda Holding.

Area, 47,000 acres. Large portion rung seven or eight years ago. The scrub, however, has increased to such an extent that the holding is now, comparatively speaking, worthless.

This run at one time carried on the average about 15,000 sheep. Last season (a good one) 7,961 sheep were shorn, but they were in low condition and fleeces light.

This year only about 2,000 sheep were shorn.

Wallabies are very numerous and have done an immense amount of damage, and owing to the density of the scrub, it is impossible to cope with them successfully.

	£	s.	d.
Rent.—Leasehold area	£122	15	2
Resumed area	56	3	2
Total	£178	18	4

Hermitage

Hermitage Plains and Geweroo Holdings.

These combined holdings are worked as one run, and used to carry on the average about 40,000 sheep. Last year, on account of pine scrub, rabbits, wallabies, &c., the carrying capability had been so reduced that the number of sheep decreased to 17,000, whilst this year only 9,000 were shorn.

Over 6,000 wallabies have been killed lately at considerable cost, and they are still numerous on the run. These holdings were also netted in at a heavy expenditure several years ago.

Rent.—Leasehold area	£374	18	1
Resumed area	155	9	11
Total	£530	8	0

Dingoes are very numerous on these holdings, and entail a heavy loss in sheep during the year; 120 were caught in 1894 on the Overflow Run, and a similar number this year. In addition to the loss of sheep, it costs about £2 per head to destroy the dingoes.

Honeybugle Station.

Sheep shorn.—1890	23,500
1891	27,424
1892	10,400
1893	12,871
1894	14,321
1895	8,081

Country heavily handicapped between scrub, grass seed, rabbits, &c. Scrub so thick they have to cut tracks for rabbit poison carts.

West Bogan, Nos. 2 and 3.

50,697 acres; annual rent ... ... £422 9s. 10d.

Extract from Lessee's letter (Mr. Bragg):—"This West Bogan country, since the last appraisement in 1890, has undergone a complete change: miles and miles of country which was then open box and coolibah country is now a dense pine scrub. Five years ago we had on this run 27,000 sheep, and the next year we were compelled to reduce the number to 21,000; the third year to 12,000; and last year we only shore 7,000 sheep; and this is all this country with the resumed area (altogether 88,000 acres is now capable of carrying . . . . . Our rent now to the Government for this country amounts to 2s. per sheep . . . . We would point out that the only method of dealing with this country is to ringbark and scrub it at a cost of about 2s. 6d. per acre, after which it would then have to remain at least two years unstocked for sufficient grass to grow to carry a fire through it, so that even if the seasons favour us it would be at least three years before we even began to reap any benefit."

The District Surveyor reports: "And the statements as to the carrying capacity of West Bogan, Nos. 2 and 3, past and present are generally correct. Messrs. Bragg Brothers are exceptionally industrious, practical men—better and more progressive men it would be hard to find in the Colony. Their selections at Narromine, 84 miles nearer Dubbo, have been brought to a high state of cultivation; indeed, so much so, that they in 1890 obtained 2nd prize, and in 1891 1st prize given by Department of Agriculture for model farm."

Draft of Agreement.

MEMORANDUM of Agreement, dated the day of , 1895, between the Honorable Joseph Hector Carruthers, the Minister for Lands for the Colony of New South Wales—hereinafter called the Minister—which term shall include the said Minister and the Minister for Lands for the said colony for the time being of the one part, and , hereinafter called the lessee of the other part, which term shall include the said and his heirs, executors, administrators, and assigns, The said Minister, in consideration of the promises and agreements by the said lessee made and entered into, as herein set forth, agrees that he the said Minister will, in accordance with the provisions of the Crown Lands Acts, and the regulations made thereunder, and in so far as he is by law enabled so to do, and so soon as he shall have obtained the sanction of Parliament to this agreement being made, and after the execution of the same, take all such steps as may by him be lawfully taken and as may be necessary and requisite to procure the recommendation by the Local Land Board that the lands hereinafter mentioned should be declared scrub lands, and will immediately after the recommendation of the Local Land Board so to do, or so soon thereafter as the same may conveniently be done, declare all that portion of land now held by the said lessee as a pastoral lease, and known as , to be scrub lands, and will upon application being made by the said lessee in the prescribed manner for the same grant unto the said lessee a scrub lease in the prescribed form of the whole of such land as aforesaid, upon the terms and conditions hereinafter set forth. And the said lessee agrees, in consideration of the promises and agreements made and entered into by the said Minister as herein set forth, that he, the said lessee, immediately upon such land being declared scrub lands as aforesaid, will, in the prescribed manner, make application for a scrub lease of the whole of such land, and will accept and enter into a lease of the said land as aforesaid upon the terms and conditions following—that is to say:—

The said lessee agrees to accept and the said Minister agrees to grant to the said lessee upon his making application for the same in the prescribed manner a scrub lease of the whole of the aforesaid land in the usual form of such leases and subject to all the provisions of the Crown Lands Acts relating thereto, and the regulations made thereunder, and to all the usual provisions, conditions, and covenants inserted in such leases, and to all the following special provisions, conditions, and covenants, all of which shall be inserted in and form part of such lease.

1. That the said lease shall be for the unexpired period of the said pastoral lease, and that the said Minister will, at any time during the said term and upon application being made for the same, and as far as he lawfully may take all such steps as may be requisite and necessary to obtain an extension by the Governor

Governor of the said term to the period of 28 years, from the date of the said lease upon the terms and conditions of the said lease, and not otherwise. And that the said lessee will, during the said demised term, make application in the prescribed form for such extension as aforesaid, and will accept the same on the terms and conditions as aforesaid, and that upon such extension being granted as aforesaid, the said lease shall be read and construed as if the said term thereby demised were the said extended term which shall for all purposes of the said lease be taken to be the term thereby demised and not otherwise.

2. That the Minister shall, on and after such extension being granted as aforesaid, have power on behalf of Her Majesty, by notification in the *Government Gazette*, to resume one quarter of the whole area of the demised land on the expiration of seven years from the date of such lease, or at any time thereafter during the said demised term. And that the Minister shall have power in manner as aforesaid to resume a second portion of the said land, being one other fourth part of the whole area of the demised land, on the expiration of fourteen years from the date of the said lease, or at any time thereafter during the demised term. And that the Minister shall have power, in manner as aforesaid, to resume a third portion of the said land, being one other fourth part of the whole area of the demised land, on the expiration of twenty-one years from the date of the said lease, or at any time thereafter during the said demised term. And upon the publication of such notification in the *Gazette* as aforesaid, declaring that the land therein described has been so resumed, as aforesaid, such land shall forthwith be vested in the Minister, on behalf of Her Majesty, as Crown Lands, and thereupon all the right, title, and interest of the said lessee in and to such land, and in and under the said lease shall absolutely and without any further notice or action by the said Minister cease and determine. And that the said lessee will, upon publication of such notification as aforesaid abandon and peaceably give up possession of each and every such fourth portion of the land so resumed as aforesaid, and shall have no claim for compensation or reduction of the rent hereinafter agreed to be payable either in respect of the land so resumed as aforesaid, or the land demised by the said lease or any part thereof. Provided that the said lease when granted to the lessee as aforesaid shall point out and ascertain those three several fourth portions of the land which the Minister is hereby entitled to resume as aforesaid, and shall also point out and determine at what periods during the demised term as hereinbefore provided each of the three several portions of the land so pointed out and ascertained as aforesaid respectively may if the Minister think fit be so resumed as aforesaid And the lessee shall before the date on which each respective portion of the land so pointed out and ascertained as aforesaid can be so resumed by the Minister as hereinbefore provided cause such portion of land as aforesaid to be thoroughly and completely cleared of all scrub and noxious undergrowth as hereinafter provided and shall keep such land so cleared as aforesaid at all times thereafter until the same be resumed as aforesaid notwithstanding that the Minister may not have resumed the same as aforesaid at the period at which he first had a right so to do. And will at the expiration or other sooner determination of the demised term deliver and quit possession of the unresumed portion of the said land and peaceably surrender the whole of the land demised by the said lease or any unresumed portion thereof freed and cleared from all noxious undergrowth except mallee unto the said Minister for and on behalf of Her Majesty as aforesaid.

3. That the lessee, during and before the termination of the first three years of the demised term, and whether such term shall be extended or not as herein provided for, will expend in improving the whole of the demised land the sum of not less than 2s. 6d. per acre upon each acre or part thereof of the demised land, of which sum not less than 1s. per acre shall be expended during the first year of the demised term, such improvements to consist in thoroughly scrubbing and clearing all noxious undergrowth, except mallee, growing or being upon the said land in such manner and at such times as the Minister or the Local Land Board may from time to time direct. Provided that if such scrubbing and clearing as aforesaid does not cost the full amount of 2s. 6d. per acre hereby agreed to be expended as aforesaid upon each acre or part thereof of the demised land, then the lessee will expend, either before or after the expiration of the said three years, any portion of the money so agreed to be expended upon the said land, and not so expended as aforesaid, in making and carrying out any other improvements on the said land of such nature, and in such manner, and at such times, and for such purposes, as the Minister may, at any time, whether before or after the expiration of the said demised term, direct. And that to secure the due performance by the lessee of the aforesaid condition the lessee will give security to the Minister at or before the granting of the said lease, as the Minister may require, either by guarantee, bond, deposit of money, or otherwise, as the Minister may direct, to ensure the performance by the lessee of the aforesaid condition. Provided further, that if the expenditure of the said sum of 2s. 6d. per acre as aforesaid is not completed by the lessee on the expiration of the three years as aforesaid, then the said lease, and any extension thereof, theretofore granted as aforesaid, shall be forfeited absolutely; but no guarantee, bond, or other security so given by the lessee to secure the performance of the condition as to expenditure as aforesaid, shall be affected by such forfeiture in any way whatsoever, and such guarantee, bond, or other security given as aforesaid may be enforced or put in suit by the Crown notwithstanding such forfeiture as aforesaid: Provided that if at any time before the expiration of the said three years, and upon the said term being extended as aforesaid, it be made to appear to the satisfaction of the Minister that the lessee has expended in improving the demised land in manner aforesaid the sum of 2s. per acre upon each acre or part thereof of the demised land then, and in every such case upon the Minister being satisfied that it would be advisable so to do, the Minister may upon application being made by the lessee, and if he think fit so to do, extend the hereinbefore provided period of three years within which the whole sum of 2s. 6d. is to be expended as hereinbefore provided to the full period of the term of the unexpired portion of the term of the pastoral lease hereinbefore agreed to be demised by the said lease, and upon such extension being so granted as aforesaid the said demised term as aforesaid shall, for all purposes of the said lease be deemed to be the period therein named for such expenditure as aforesaid, and in all proceedings under or with reference to the said lease, or any document collateral or relating or referring thereto, the said lease and the said document shall be read and construed as if the said demised term had been inserted therein, and not otherwise.

4. That if at any time it be made to appear to the satisfaction of the Minister that the lessee has expended in improving the said land, in manner aforesaid, the sum of 2s. 6d. per acre upon each acre, or part thereof, of the demised land, as hereinbefore provided, then the lessee shall have the right to at any time during the demised term, or any extension thereof as aforesaid, surrender such lease and quit and give up possession of the land held thereunder, together with all improvements then being thereon, and

 the

the Minister on behalf of Her said Majesty will accept such surrender and relieve the lessee from all liabilities under the said lease, provided that upon such surrender as aforesaid the said lessee shall not have any claim under the said lease in respect of any improvements or otherwise.

5. That the lessee shall not have any tenant right as defined in the Crown Lands Act of 1895 or otherwise in respect of improvements upon the demised land carried out by the said expenditure of 2s. 6d. per acre as aforesaid, nor in respect of any improvements upon the said land made before 1st June, 1895, upon the expiration or other sooner determination of the demised term or any extension thereof, as herein provided for; but such improvements shall pass to and become the property of the Crown. The lessee shall, except where he shall have surrendered his said lease as aforesaid, have tenant right in all improvements other than those respectively hereinbefore mentioned which are, in the opinion of the Local Land Board, permanent and substantial improvements necessary for the profitable occupation of the land, and which shall have been made upon the said land after the 1st June, 1895, and in no others.

6. That a fair annual rent shall be appraised by the Local Land Board for the land, as well improved land for grazing purposes, after taking into consideration the terms and conditions of this agreement, and the rent payable by the lessee in respect of the whole of the land demised by the said lease for each and every year of the demised term or any extension thereof as herein provided for shall be such fair annual rental, so appraised as aforesaid, less such a sum to be annually deducted from such fair annual rental as aforesaid as would, at interest at five per centum per annum, computed from the date of such deduction amount in the aggregate at the expiration of a period of twenty-eight years from the date of the said lease to the sum hereinbefore agreed to be expended upon the said land, and each and every acre thereof together with interest thereon at the rate of five per centum per annum. Provided that notwithstanding anything hereinbefore contained the annual rental so payable by the lessee as aforesaid shall in no case exceed the sum of one pound for each and every six hundred and forty acres of land contained in the demised land, nor be less than ten shillings for each and every six hundred and forty acres of such land. Provided further that where the annual rental so payable as aforesaid shall exceed the sum of one pound as aforesaid, then the annual rent payable by the lessee in respect of such demised land shall be one pound for each and every six hundred and forty acres of land contained in the demised land and no more, and where the annual rental so payable as aforesaid shall be less than ten shillings as aforesaid, then the annual rental payable by the lessee in respect of such demised land shall be ten shillings for each and every six hundred and forty acres of land contained in the demised land and no less. The annual rent payable by the lessee in respect of the demised land as aforesaid shall be the same for each and every year of the demised term or any extension thereof as herein provided for, and shall not be subject to any reduction at any time during the demised term or any extension thereof as aforesaid by reason of any portion or portions of the said land having at any time or times being resumed as herein provided for; but such annual rental as aforesaid shall be payable by the lessee for each and every year of the demised term or any extension thereof as aforesaid irrespective of any such resumption or resumptions, or any other matter or thing whatsoever.

7. The Local Land Board shall have full power to inspect and inquire as to the fulfilment of the conditions of the said lease, and shall have with regard to the said lease all the powers, on inquiries into questions relating to the fulfilment of conditions and forfeiture with respect to the said lease, which it now has in respect of leases other than scrub leases.

8. The Minister may, at any time, if it appear to him that the lessee is not clearing the land in accordance with the said lease, or his instructions, or the instructions of the Local Land Board as aforesaid, give notice in writing to the lessee requiring him to comply with the said lease, or his said instructions, or the instructions of the said Board, within a time to be named in such notice, and if, within the time named in such notice, the lessee shall fail to comply with such lease, or such instructions, the Minister may, by his officers and workmen, enter upon the land and carry out the clearing in accordance with the said lease or the said instructions, and the cost of such clearing shall be borne and paid by the lessee, and may be recovered by the Minister by action or otherwise as may be by the said lease provided.

(A map showing the situation of the land is hereto appended.)

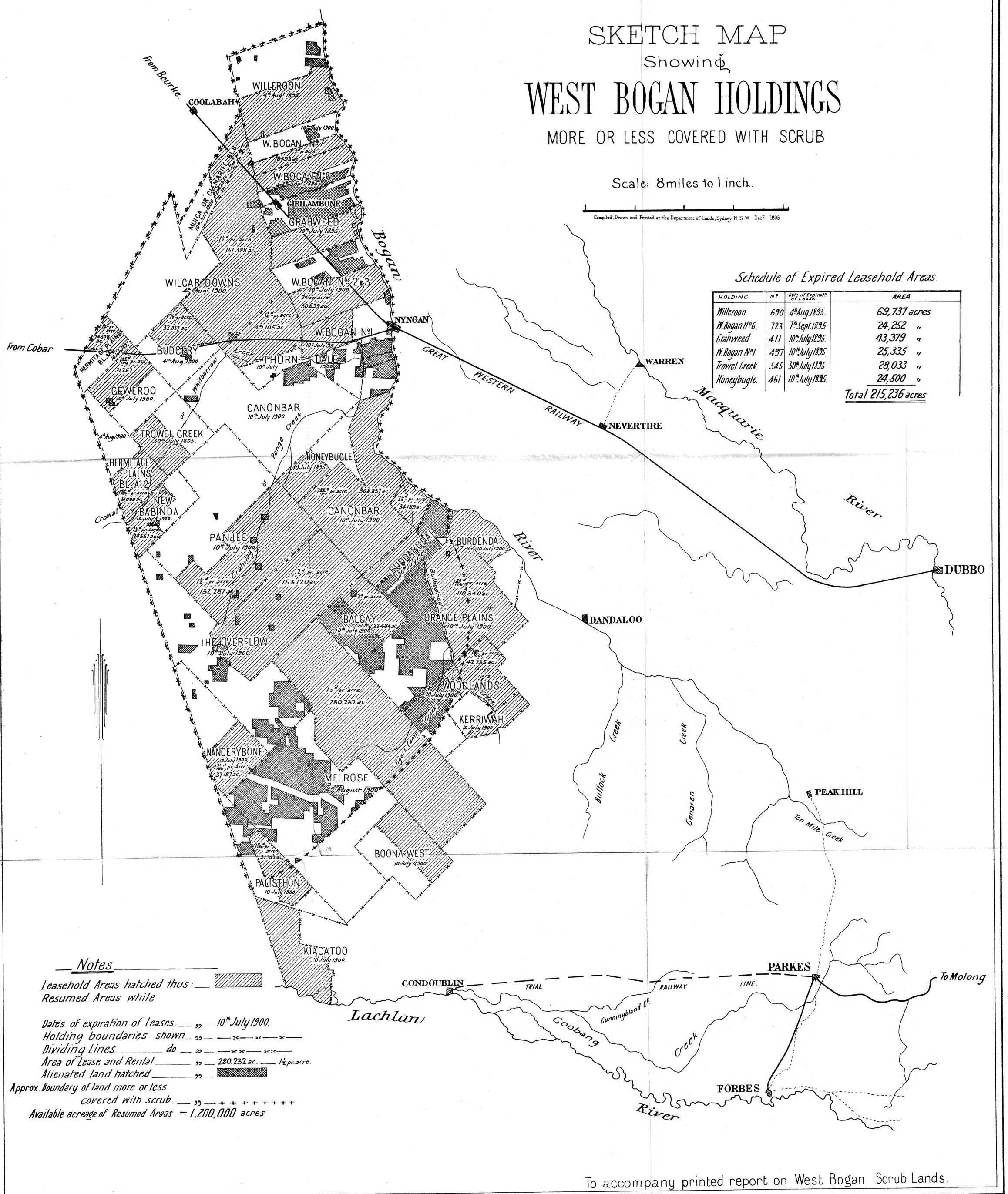
Sydney: Charles Potter, Government Printer.—1895.

[1s.]

SKETCH MAP
Showing
WEST BOGAN HOLDINGS
MORE OR LESS COVERED WITH SCRUB

Scale: 8 miles to 1 inch.

Compiled, Drawn and Printed at the Department of Lands, Sydney N S W Decr 1895



Schedule of Expired Leasehold Areas

HOLDING	No.	Date of Expiration of Lease	AREA
Willeroon	690	4th Aug. 1895.	69,737 acres
W. Bogan No. 6.	723	7th Sept. 1895	24,252 "
Grahweed	411	10th July 1895.	43,379 "
W. Bogan No. 1	497	10th July 1895.	25,335 "
Trowel Creek.	545	30th July 1895.	28,033 "
Honeybugle.	461	10th July 1895.	24,500 "
		Total	215,236 acres

Notes

Leasehold Areas hatched thus: ___ ▨
Resumed Areas white

Dates of expiration of Leases. ___ " ___ 10th July 1900.
Holding boundaries shown ___ " ___ —×—×—×—
Dividing Lines ___ do ___ " ___ —×—×—×—
Area of Lease and Rental ___ " ___ 280,232 ac. ___ 1½ pr. acre.
Alienated land hatched ___ " ___ ▩
Approx. Boundary of land more or less covered with scrub. ___ " ___ + + + + + + + +
Available acreage of Resumed Areas = 1,200,000 acres

To accompany printed report on West Bogan Scrub Lands.

1895.

LEGISLATIVE ASSEMBLY,

NEW SOUTH WALES.

EXCHANGE OF LAND IN THE LAND DISTRICT OF DENILIQUIN.

(RETURN RESPECTING.)

Ordered by the Legislative Assembly to be printed, 29 October, 1895.

RETURN to an *Order* made by the Honorable the Legislative Assembly of New South Wales, dated 20th August, 1895, That there be laid upon the Table of this House a Return showing,—

"(1.) What proposals for exchange and surrender of land within the Land "District of Deniliquin have been made to the Minister for Lands to date.
"(2.) What proposals will be inquired into by the Land Board.
"(3.) The date of such inquiry."

(*Mr. Chanter.*)

SCHEDULE showing applications for surrender and exchange of land within the Land District of Deniliquin, under the 46th section of the Crown Lands Act of 1889, and the 47th section of the Crown Lands Act of 1895; also Departmental proposals.

Applications received. No. and Name of Pastoral Holding.	Action taken.	Remarks.
67. Belubula	In course of action.	
76. Yanga	Refused.	
108. Nyang	In course of action	With Land Board.*
124. Booabula	Approved by Executive Council... ...	Exchange complete.
131. Moraco	In course of action	Dealt with by Board.
160. Tuppal	Refused.	
235. Beremegad	In course of action	" "
282. Werai	Refused.	
299. Murray Downs	In course of action	" "
314. Calimo	" "	" "
343. Peericoota (1)	Refused.	
" (2)	"	
" (3)	In course of action	With Land Board.*
354. North Wakool	Refused.	
376. Coree	"	
401. Cornalla (1)	"	
" (2)	"	
406. Barratta	"	
409. Hartwood (1)	In course of action	Dealt with by Board.
" (2)	" "	With Land Board.*
470. Bundyulumbah	" "	Dealt with by Board.
603. Mathoura (1)	" "	" "
" (2)	" "	" "
" (3)	" "	" "
615. Millool	Refused.	
619. Moira	In course of action	" "
626. Woorooma	Refused.	
651. Barham	In course of action	With Land Board.*
728. Gonn	" "	Dealt with by Board.
PROPOSED EXCHANGES INITIATED BY THE DEPARTMENT.		
294. Murgah	Under submission to lessee.	
421. Yanko	In course of action	With Land Board.*
4. Poon Boon	Under submission to lessee.	

* Due notice will be given in the local newspapers of the dates upon which the Land Board will hold inquiries with respect to these cases.

[3d.] 275—

[595 copies—Approximate Cost of Printing (labour and material), £1 3s. 2d.]

1895.

LEGISLATIVE ASSEMBLY.

NEW SOUTH WALES.

RESUMED AREAS, DENILIQUIN LAND DISTRICT.

(RETURN RESPECTING.)

Ordered by the Legislative Assembly to be printed, 3 December, 1895.

RETURN to an *Order* made by the Honorable the Legislative Assembly of New South Wales, dated 23rd October, 1895, That there be laid upon the Table of this House, a Return showing,—

"(1.) The names and respective areas of all resumed areas within the "Deniliquin Land District.

"(2.) The quantity of land in each case locked up by means of reserves."

(Mr. Chanter.)

Land District of Deniliquin.

No.	Resumed Area.	Area under License.	Area of Reserves from Sale, exclusive of land reserved within Population and Suburban Boundaries.
		acres.	acres.
4	Poon Boon	37,305	21,500
25	Campbell's Island	2,500	2,500
67	Beluhula	1,221	590
76	Yanga (partly within Balranald South)	54,430	8,300
77	Chah Sing	8,711	4,980
89	Mooloomoon (partly within Balranald South)	5,403	4,050
108	Nyang	13,136	6,800
109	Boonook (partly within Hay)	3,863	764
123	Moolpa (partly within Balranald South)	14,524	5,840
124	Booabula (partly within Hay)	12,220	6,520
131	Moroco	8,365	7,060
144	Liewah	9,471	2,660
160	Tuppal (partly within Urana)	3,140	1,300
235	Beremegad	5,749	2,840
257	Carcoonboon	6,328	500
282	Werai	9,913	8,570
294	Murgah	4,954	2,200
299	Murray Downs	13,218	10,310
314	Calimo	12,538	4,300
343	Perricoota	22,575	17,820
350	Aratula	4,261	4,100
354	North Wakool	818	520
371	Warbreccan (cancelled)	.....	800
376	Corec (partly within Urana)	6,348	Nil.

339—

[595 copies—Approximate Cost of Printing (labour and material), £1 19s. 10d.]

No.	Resumed Area.	Area under License.	Area of Reserves from Sale, exclusive of land reserved within Population and Suburban Boundaries.
		acres.	acres.
393	Zara (partly within Hay)	5,881	1,320
401	Cornalla	22,016	22,016
406	Barratta	6,000	2,320
409	Hartwood	5,226	2,520
421	Yanko (partly within Urana)	2,174	260
465	Deniliquin	16,338	14,850
494	Morago	8,904	5,350
526	Quiamong	366	Nil.
608	Mathoura	7,892	6,130
615	Mellool	11,315	3,280
619	Moira	26,861	26,150
626	Wooroona (partly within Hay)	11,246	9,780
651	Barham	28,281	24,820
672	Cobran	14,700	14,700
695	Wanganella	7,434	4,030
728	Goon	5,015	3,060
729	Noorong	2,521	1,180
	Totals	443,161	266,090

Sydney: Charles Potter, Government Printer.—1895.

[3d.]

1895.

LEGISLATIVE ASSEMBLY.

NEW SOUTH WALES.

TEMORA HOLDING, EASTERN DIVISION.

(RETURN RESPECTING.)

Ordered by the Legislative Assembly to be printed, 10 *December*, 1895.

RETURN to an *Order* made by the Honorable the Legislative Assembly of New South Wales, dated 11th September, 1895, That there be laid upon the Table of this House,—

"Copies of all plans, papers, and documents in reference to the proposal of "the Licensee of Temora Holding, No. 437, Eastern Division, to exchange "certain lands on that holding for those comprising equal area now thrown "open for homestead selection on 12th September."

(Mr. W. H. B. Piddington.)

SCHEDULE.

NO.		PAGE.
1.	Application by Messrs. Duguid & Co. on behalf of the lessee of Temora Holding, that certain lands be offered for sale by auction only. 28 November, 1893	1
2.	The Acting District Surveyor, Wagga Wagga, to the Under Secretary for Lands, with minutes. 14 December, 1893	2
3.	The Under Secretary for Lands to Messrs. Duguid & Co. 11 January, 1894	2
4.	Messrs. Duguid & Co. to the Under Secretary for Lands. 11 May, 1894	2
5.	Messrs. Du Faur and Gerard to the Under Secretary for Lands, applying, on behalf of J. C. Syme, Esq., for permission to surrender lands in exchange for Crown Lands, county of Bland. 14 June, 1895	3
6.	From the same to the same, with minute. 18 July, 1895	3
7.	Office Memorandum, with minutes. 2 August, 1895	3
8.	Executive Council minute. 19 August, 1895	4
9.	From Thomas Fitzpatrick, Esq., M.P., to the Minister for Lands, with enclosures. 6 September, 1895	4
10.	Office Memorandum, with minutes. 7 September, 1895	5
11.	The Under Secretary for Lands to Thomas Fitzpatrick, Esq., M.P. 10 September, 1895	5
12.	From same to J. C. Syme, Esq. 17 September, 1895	5
13.	From same to the Under Secretary for Finance and Trade. 17 September, 1895	6

No. 1.

Messrs. Duguid & Co. to The Under Secretary for Lands.

Sir, Bridge-street Chambers, Sydney, 28 November, 1893.

We have the honor to request, on behalf of the lessee of "Temora" Holding, that the undermentioned land may be sent on for sale by auction only, namely:—

1. Reserve from conditional purchase, parish of Temora, county of Bland, about 2,000 acres.
2. That part of portion 38, same parish and county, still available, about 100 acres.
3. Portion 49, containing 320 acres, same parish and county, which has been open for selection for three years, and is adjoining land held by lessee.

A lithograph is forwarded herewith, showing land proposed to be purchased, boundaries being marked with red lines. We are informed that the greater portion of the land embraced in this application was included in a surrender and exchange application made, but refused in consequence of the lease having expired before it was dealt with. Our constituent is prepared to offer 30s. per acre for the land if offered within a reasonable time, and if approved, any guarantee will be given that the land will be purchased at the price named.

We have, &c.,
DUGUID & CO.

The District Surveyor at Wagga Wagga for report.—E.A.B. (for the Under Secretary). B.C., Lands, 28/11/93. Forwarded under my report to the Under Secretary.

[595 copies—Approximate Cost of Printing (labour and material), £3 8s. 3d.]

No. 2.

The District Surveyor, Wagga Wagga, to The Under Secretary for Lands.

14 December, 1893.

In connection with the enclosed application for the sale by auction of the land shown by red edging on the accompanying lithograph, marked "A," of the parish of Temora, I have the honor to point out that portion 49 is now within the Land District of Barmedman East, Land Board District of Forbes.

With regard to the balance of the land, an area of about 2,300 acres was recommended for subdivision under the District Surveyor's report, No. 90-818, in accordance with design submitted therewith.

Action was postponed pending future legislation with regard to exchanges within the Eastern Division under section 46, Act of 1889, but as I am not aware of any legislation being now contemplated in that direction, I have the honor to recommend subdivision in accordance with the previous report above referred to, with a view to proclamation as special areas, the price to be determined after measurement, maximum area to be 320 acres.

M. BARLOW,
Acting District Surveyor.

Exchanges in the Eastern Division have been held in abeyance pending legislation.—E.L., 20/12/93. Applicant should probably be informed that it is considered advisable to allow the matter to remain in abeyance for the present.—J.O'D., 21/12/93. Is the land reserved; if so, for what purpose?—R.H.D., 22/12/93. The land is within a gold-field reserve, except the 104½ acres, pencil hatch, which is in no reserve, but is part of special area 12,934, and portion 49 is within special area 13,052.—W.H.H. Has the exchange application been refused; if so, when?—R.H.D., 2/1/94. The case being in the Eastern Division, is held in abeyance with similar cases pending legislation.—E.L., 5/1/94. Memo. of 21/12/93, on front margin, is submitted for approval.—R.H.D. (W.H.), 5/1/94. Approved.—H.C., 9/1/94. Messrs. Duguid & Co. informed, 11/1/94.

No. 3.

The Under Secretary for Lands to Messrs. Duguid & Co.

Gentlemen, Department of Lands, Sydney, 11 January, 1894.

With reference to your letter of the 28th November last, applying, on behalf of the lessee of Temora Holding, that portion 49, part of portion 38, and certain other land in the parish of Temora, county of Bland, be offered for sale at auction, I am directed by the Secretary for Lands to inform you that it is considered advisable to allow this matter to remain in abeyance for the present.

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

No. 4.

Messrs. Duguid & Co. to The Under Secretary for Lands.

Sir, Bridge-street Chambers, Sydney, 11 May, 1894.

Referring to your letter of 11th January last (Mis. Dep. 93-10,860), *re* our request that certain land within Temora Holding might be sent on for auction sale, we would now respectfully ask that as the exchange application has been withdrawn our offer may be reconsidered. It must be admitted that all lands have considerably deteriorated in value in the vicinity, and therefore in offering the price named in our former letter, the Government will receive cash for the property, which in any other case would be paid for, if selected, by numerous instalments.

We would respectfully urge that the land may be sent on for auction sale only, when the lessees will be prepared to purchase at the price named.

Any guarantee required will be given.

We have, &c.,
DUGUID & CO.
(*Per* A.R.)

Are portions 49 and 38, parish of Temora, still available for sale; if so, please show on the enclosed lithograph how the adjoining land is held?—E.A.B., 15/5/94.

Portion 49, parish of Temora, is advertised for sale at Barmedman on the 27th June, 1894. Portion 38, now containing 104½ acres, is still vacant by office map; it forms part of special area 12,934. The adjacent land is held by various conditional purchasers, as shown on lithograph.—R.M., 15/5/94.

This is a request that the land shown by pink tint on lithograph enclosed (marked B), also measured portions 49 and 38 (edged red), may be offered for sale by auction, and renewing an offer of £1 10s. per acre for the same. The unmeasured land (shown by pink tint) was the subject of an exchange application, which has been withdrawn. In 1890 the District Surveyor recommended the subdivision of this land, with a view to proclamation of special areas at prices ranging from 40s. to 50s. per acre, and in 1893 the Acting District Surveyor recommended subdivision for the same purpose. Portion 49 is advertised for sale on 27th proximo at Barmedman. Portion 38, of 104½ acres, has been available for conditional purchase since 22nd January, 1891, and may perhaps be now offered for sale by auction at the special area price, unless, in the event of the Minister authorising the subdivision of the adjoining land for special area, it may be thought well to defer offering portion 38 until after that land has been made available for conditional purchase. Submitted.—E.A.B., 18/5/94. W.H.C., 25/5/95.

The area in question, shown by a pink tint on the lithograph, including portion 38, embraces about 2,400 acres, and is sufficiently extensive for special area conditional purchase. Submitted it may be so dealt with.—W.H., 28/5/94.

May go for special area.—H.C., 29/5/94. Duguid & Co. informed, 29/5/94.

No. 5.

Messrs. Du Faur and Gerard to The Under Secretary for Lands.

Sir, Exchange, Sydney, 14 June, 1895.

On behalf of Mr. J. C. Syme, of "Temora," we have the honor to herewith submit an application for exchange of land, as per particulars given on back of form.

Deposit and survey fee, amounting to £28, have been paid to the Treasury.

We have, &c.,
DU FAUR AND GERARD
(*Per* H.C.E.)

[*Enclosure.*]

This application practically revives a former application, which could not be carried out in time before the expiration of the lease, for which reason we trust any action that may be contemplated in regard to this land may be stayed pending decision being come to in this application.

DU FAUR AND GERARD
(*Per* H.C.E.)

APPLICATION BY THE OWNER TO SURRENDER LAND IN EXCHANGE FOR CROWN LAND.

RECEIVED a deposit of £10 and a provisional survey fee of £18.

J. S. WALFORD
(*Pro* Treasurer).

The Treasury, Sydney, 14 June, 1895.

IN accordance with provisions of section 47 of the Crown Lands Act of 1895, I, Joseph Cowen Syme, being the holder of a grant of the lands specified on the back hereof, within Temora Holding, No. 437, in the Eastern Division, hereby apply to surrender the same in exchange for the Crown Lands described on the back hereof. Particulars of the improvements on the respective areas are set forth in the schedules appended.

Signed this 14th day of June, 1895.

JOSEPH COWEN SYME
(By his Agents, DU FAUR AND GERARD)
(*Per* H.C.E.),
Exchange, Sydney.

The Under Secretary for Lands.

PARTICULARS OF LANDS TO BE SURRENDERED AND OF THE IMPROVEMENTS THEREON.
Land District of Barmedman, county of Bland.

Parish.	Portion No.	Area.	Nature of Alienation.*
		acres.	
Thanowring	18	640	Conditional lease 6,918.
,,	19	636	Conditional purchase 85-72.
,,	37	100	Additional conditional purchase 87-27.
,,	38	291½	Conditional purchase 90-235.
,,	23	150	Conditional purchase 86-21.
,,	17	300	Conditional purchase 85-88.
Walladilly	62	55¾	Freehold.
,,	5-70	60	,,
,,	6-70	40	,,
		2,272¾	

* Should the portion be held under grant, write "freehold," but if under conditional purchase, and applicant intends completing its purchase and obtaining a grant of other land in exchange, write "conditional purchase to be completed." If it is intended not to complete the purchase write "land to be held under conditional purchase derived in exchange."

PARTICULARS OF CROWN LANDS APPLIED FOR IN EXCHANGE AND OF THE IMPROVEMENTS THEREON.
Land District of Barmedman, county of Bland.

PARISH of Temora; area, 2,286¾ acres; reserve from conditional purchase, notified 25th March, 1881.

No. 6.

Messrs. Du Faur and Gerard to The Under Secretary for Lands.

Sir, Exchange, Sydney, 18 July, 1895.

We have the honor to request that the application for exchange of land on "Temora" may be dealt with before any definite action is taken in regard to the proposal to dispose of the land sought in exchange, which, we understand, has recently been subdivided. We would point out that the application for exchange has been made in order to secure land adjoining the homestead, and part of the land in in question formed the subject of an exchange application, which fell through in consequence of the expiration of the lease.

We have, &c.,
DU FAUR AND GERARD.

The land applied for in exchange in this case was gazetted on the 13th July as available on 12th September next for homestead selection. The former exchange application was withdrawn by permission after the legal disability became apparent. It has apparently been decided on occupation 95-8,207, that the action taken towards rendering the land in question available for homestead selection be not interfered with.—R.M., 8/8/95. Mr. Landers, Occupation Branch.

No. 7.

Office Memorandum.

Application for Exchange of Land.—"Temora" Pastoral Holding, No. 437, Eastern Division, County Bland.

2 August, 1895.

THE land applied for in exchange has been measured into portions 91 to 105, parish of Temora, county of Bland, which were gazetted on the 13th instant as available on 12th September next for homestead selection under section 13, &c., Crown Lands Act of 1895.

Apart

Apart from this, the proposal does not appear to be such as would afford any advantage or improvement to the public estate; the six portions offered in parish Thanowring are held under conditional purchase and conditional lease, and adjoin other lands all similarly settled, they do not adjoin any Crown land except travelling stock reserve 1,482 on one side; and there would apparently be no benefit in the acquisition of three scattered and improved portions in parish Walladilly, which likewise are surrounded by conditionally purchased lands.

It would no doubt be an advantage to applicant to obtain the block of about 2,280 acres asked for, adjoining the homestead portion (No. 10), but there would still be several station blocks in the vicinity separated therefrom.

In view of the foregoing circumstances, it is submitted that the action already gazetted, towards rendering the land applied for available for homestead selection, be not disturbed, and that this exchange application be refused.

C. J. SAUNDERS.

Submitted for approval of the course suggested in last paragraph of above memorandum.—WM. HOUSTON, Under Secretary, 3/8/95. Approved.—J.H.C., 5/8/95.

No. 8.

Minute Paper for the Executive Council.

Subject:—Refusal of Application for Exchange of Lands.

Department of Lands, Sydney, 19 August, 1895.

IT is recommended to His Excellency the Lieutenant-Governor and the Executive Council that the application under the 47th section of the Crown Lands Act of 1895 for surrender and exchange of land within Temora Pastoral Holding, No. 437, Eastern Division, lodged by Joseph Cowen Syme, and dated 14th June, 1895, be refused, as the proposal applied for is not desirable in the public interest.

J. H. CARRUTHERS.

The Executive Council approve of the recommendation herein set forth.—A. C. BUDGE, Clerk of the Council. Minute 95-42, 20/8/95. Approved.—FREDK. DARLEY, Lieutenant-Governor, 20/8/95. Confirmed.—27/8/95. His Excellency the Lieutenant-Governor and The Executive Council.

No. 9.

Thomas Fitzpatrick, Esq., M.P., to The Secretary for Lands.

Parliament House, 6 September, 1895.

Sir,

I beg to draw your attention to the two letters enclosed—one from J. C. Syme, of Melbourne, lessee of Temora Holding, and one from Mr. Wyatt de Little, manager of Temora Station.

You will see by the letters that a great hardship will be imposed on the lessee if the land advertised for selection on 12th instant be not withdrawn, pending inquiry before the Local Land Board.

I know for a fact that the land offered in exchange is much better land than the land asked for, being taken up in the early days as the best land on the run.

I trust that you will pardon me for bringing this matter before you again, but this being the only chance the lessee has of putting his land in a solid block.

I am, &c.,
THOMAS FITZPATRICK.

[*Enclosures.*]

Blair and Syme, Temora Station, Temora, New South Wales, to T. Fitzpatrick, Esq., Sydney.

2 September, 1895.

Dear Sir,

With regard to our conversation on the 28th re exchanges, &c., when I told you that I did not consider the lessee of Temora Holding, Mr. J. C. Syme, was receiving fair treatment at the hands of the Lands Department.

The case and my reasons are given herewith.

An application for the exchange of certain lands was, after the passing of the 1889 Land Act, made by Mr. J. C. Syme and refused, because it was said the 1889 Act was not intended to apply to the Eastern Division.

After the passing of the 1895 Act, which facilitated (or supposed to make easy) the exchange of lands in each of the Divisions, Mr. Syme again submitted an applicaiton with the object of consolidating the secured lands.

The land required by way of exchange is a reserve from conditional purchase of about 2,200 acres, situated south of and adjoining the homestead portions 10 and 12, parish of Temora, of the station freehold, and now before the application has been considered in any way this reserve is gazetted as being open on the 12th of September for homestead selection.

Now, if you agree with me that this is not quite just, and that an application for an exchange of lands should receive the same treatment as a selector's application for land, would you be so kind as to obtain for this application for exchange a fair hearing before the Local Land Board, and further, that until this application has been dealt with that the throwing open of this reserve for homestead selection on the 12th September should be stopped.

The land to be surrendered is, in my opinion, equally as good in soil, better improved, about the same distance from the railway, and more suitable for immediate settlement than the reserve applied for, but it seems that I am not to be given a chance to prove this for Mr. Syme before the Local Land Board.

I would also point out that if land is so urgently required for settlement why not make use of about 5,000 acres within from 2 to 5 miles from Temora railway station, and lying to the west, south, and south-east of Temora. This land is mostly surveyed, and is not bringing in any revenue to the Crown, but is, to my knowledge, getting overrun with rabbits, and the scrub becomes more dense yearly.

I intended bringing this under Mr. Watson's notice, but you having at one time been manager of this run, have a thorough practical knowledge of the soil, and also of land matters generally, and I feel quite certain that you can put this case before the Minister for Lands in a thoroughly impartial manner.

Trusting that you will be successful in obtaining a hearing for this application for exchange of lands.

I am, &c.,
WYATT DE LITTLE,
Manager.

Messrs.

Messrs. Du Faur and Gerard, Sydney,— 3 September, 1895.

Dear Sirs,

I was greatly surprised to learn from your letter of 29th ultimo, which Mr. de Little sent on to me this evening, that our application is about to be refused.

It looks as if the Minister was about to do us, unwittingly, an injustice, as, if ever an exchange application should go through, this one should. The land is adjacent to the present freeholds, and would be more economically worked than the outlying blocks which we wish to surrender. On the other hand, the land to be surrendered is of equal value as to quality, it is better improved, and is about the same distance from the railway station. We seek no pecuniary benefit beyond that concentration which is the avowed principle regulating exchanges. We first made this application in 1889, a fact which should have some weight. It is true that the application was withdrawn, but this was mainly because subsequent selection rendered it impracticable. In a less degree, we withdrew because the then Member, Mr. Mackinnon, mistakenly thought it would be possible to acquire this reserve from conditional purchase at auction.

If we were making money out of this place we should not, perhaps, feel so strongly on this exchange question.

Unfortunately, we have only made £3,250 during the past eight years, or about 1 per cent. per annum, and yet, on the only opportunity which has presented itself for making a more compact property, we are peremptorily shut out.

On the other hand, to show how unjustly the Crown can act, it has practically taken a large portion of our improvements from us; in some instances it has appropriated them to its own use; and yet it will neither allow for them nor put us in the way of obtaining compensation directly or indirectly. Your Mr. Elkenstein can vouch for this.

I think the least you can do is to see the Minister personally. He ought, at any rate, to have the facts presented to him before it is too late, or if either Mr. Du Faur or Mr. Gerard would do this I shall be obliged. Mr. Elkenstein was so confident there would be no trouble over this question that I think you owe the subject very special attention, and unless it gets special attention we shall inevitably lose the land.

You might point out in your interview that where there is so much land available on the run miles away from the homestead, the Crown could very well devote it to selection purposes, instead of taking the only block calculated to benefit the run-holder.

Kindly let me hear from you as soon as possible.

I am, &c.,
J. C. SYME.

No. 10.

Office Memorandum.

Request for reconsideration of refusal of "Temora" Exchange Application, Eastern Division, County of Bland.

7 September, 1895.

On behalf of the holders of Temora Station, it is urged that this exchange proposal be referred for the consideration of the Local Land Board.

The application has been refused by the Governor and Executive Council, on the grounds that the proposed exchange would not be in the public interest; no advantage to the public estate adjacent to the land proposed for surrender being apparent, and the land desired in exchange having been gazetted available next Thursday, the 12th September, for homestead selection under the Crown Lands Act of 1895.

At a recent interview with Mr. Fitzpatrick, M.L.A., the Secretary for Lands declined to revoke the notification of this land as available for homestead selection, being of opinion that there were not sufficient grounds for such action.

It is accordingly again submitted that the decision already arrived at, and the action taken respecting the land in question, be not disturbed.

The Under Secretary for Lands. C. J. SAUNDERS.

For approval.—W.H., 7/9/95. Approved.—J.H.C., 9/9/95. Thomas Fitzpatrick, Esq., M.P., informed, 10/9/95. Decision observed. No charge for costs is necessary.—For R. McLean, 13/9/95. Mr. Landers, Occupation Branch. Deposit, £10; survey fee, £18; refund, £28. J. C. Syme, Esq., care of Messrs. Du Faur and Gerard, informed, 17/9/95, and Treasury informed, 17/9/95.

No. 11.

The Under Secretary for Lands to Thomas Fitzpatrick, Esq., M.P.

Sir, Department of Lands, Sydney, 10 September, 1895.

Referring to your letter of the 6th instant, enclosing letters from Mr. J. C. Syme and Mr. Wyatt de Little, and asking that the Temora exchange application be reconsidered, I have the honor to inform you that the application for exchange has been refused, the proposal not being desirable in the public interest, and the land desired in exchange having been gazetted available on the 12th instant for homestead selection under the Crown Lands Act of 1895, and the Secretary for Lands has decided that the action taken cannot be disturbed.

Exchange, Temora, No. 437, Eastern Division.

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

No. 12.

The Under Secretary for Lands to Mr. J. C. Syme, care of Messrs. Du Faur and Gerard, Exchange, Sydney.

Sir, Department of Lands, Sydney, 17 September, 1895.

Referring to your application of the 14th June, 1895, for surrender and exchange of land within the holding noted in the margin, I have the honor to inform you that your proposal is not desirable in the public interest, and the application above mentioned has, therefore, been refused, and the deposit and survey fee lodged therewith will be refunded to you on application to the Treasury.

Exchange, Temora, No. 437, Eastern Division.	£	s.	d.
Deposit	10	0	0
Survey fee	18	0	0
Refund	£28	0	0

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

No. 13.

No. 13.

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

Sir,

Department of Lands, Sydney, 17 September, 1895.

I have the honor to inform you that the application, dated 14th June, 1895, lodged by Joseph C. Syme for exchange of land within the holding noted in the margin, has been refused, and to request that you will be good enough to refund the deposit and survey fee lodged therewith, on application.

I have, &c.,

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

Exchange, Temora, No. 437, Eastern Division.

	£	s.	d.
Deposit	10	0	0
Survey fee	18	0	0
Refund	£28	0	0

Date of credit, 14 June, 1895.

[Three plans.]

Sydney: Charles Potter, Government Printer.—1896.

ENCLOSURE TO Nº2

A

THIRD EDITION

PARISH OF TEMORA

COUNTY OF BLAND

Land Districts of Cootamundry and Barmedman East

EASTERN DIVISION N.S.W.

SCALE

CHAINS 20 10 5 0 20 40 60 80 100 120 140 160 180 200 220 240 CHAINS

MILES ¼ 0 ¼ ½ ¾ 1 1¼ 1½ 1¾ 2 2¼ 2½ 2¾ 3 MILES

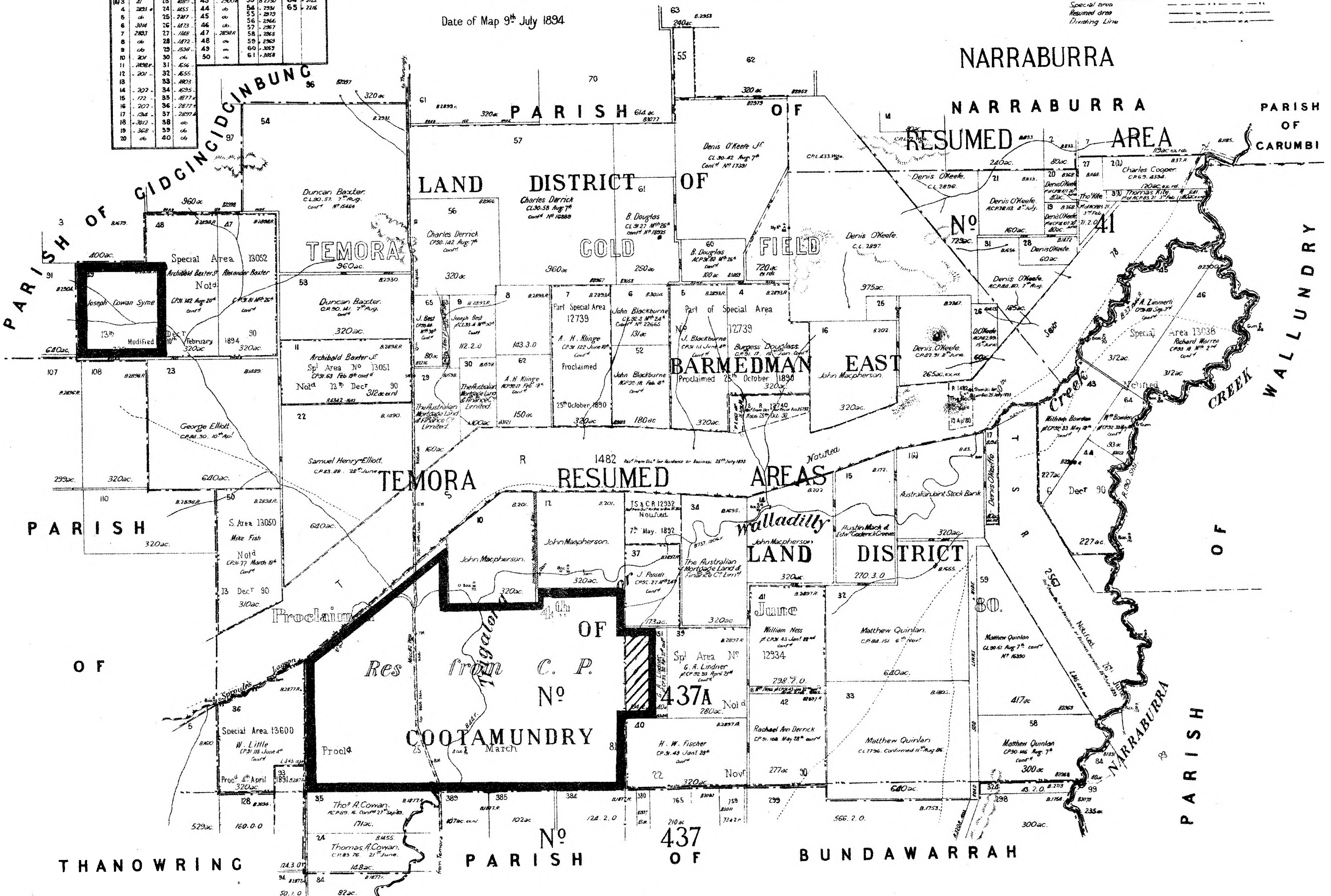
Date of Map 9th July 1894

PARISH NUMBERS USED

Parish Nº	Catalogue Nº	Parish Nº	Catalogue Nº	Parish Nº	Catalogue Nº	Parish Nº	Catalogue Nº	Parish Nº	Catalogue Nº
(1) 1	B 43.	21	B 833	41	B.2891R	51	B3124	62	B3121
(2) 2	37 R	22	1490	42	do	52	3123	63	3135
(3) 3	41	23	1489	43	2900R	53	B 2930	64	3122
4	2893 R	24	1455	44	do	54	2931	65	2216
5	do	25	2917	45	do	55	2973		
6	3014	26	1473	46	do	56	2966		
7	2893	27	1148	47	2898R	57	2967		
8	do	28	1472	48	do	58	2968		
9	do	29	1598	49	do	59	2969		
10	201	30	do	50	do	60	3059		
11	2898R	31	1656			61	3058		
12	201	32	1655						
13		33	1803						
14	202	34	1695						
15	172	35	1877R						
16	202	36	2877R						
17	194	37	2897R						
18	3012	38	do						
19	368	39	do						
20	do	40	do						

DISTINCTIVE BOUNDARIES

- Parish Boundary shewn thus
- Reserve
- Reserve from Seled. Lease
- Gold Field Boundary
- Gold Res. from C.P.
- Special area
- Resumed area
- Dividing Line



Note
Land edged red on original shown thus ▬
Pencil hatching do Shown thus /////

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

ENCLOSURE TO No 4.

B

THIRD EDITION

PARISH OF TEMORA
COUNTY OF BLAND
Land Districts of Cootamundry and Barmedman East
EASTERN DIVISION N.S.W.

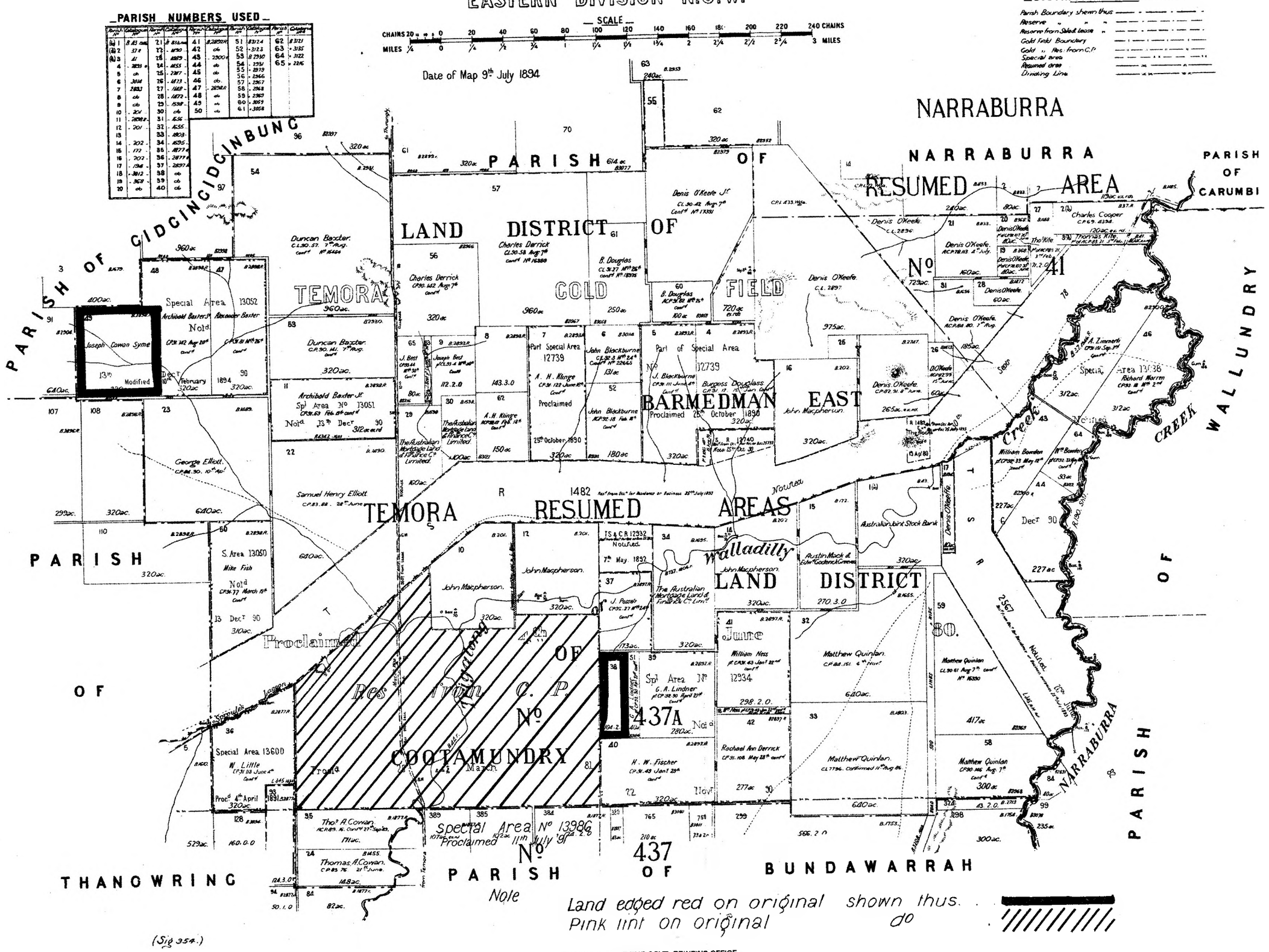


PHOTO-LITHOGRAPHED AT THE GOVT. PRINTING OFFICE, SYDNEY, NEW SOUTH WALES.

ENCLOSURE TO No 5.

THIRD EDITION

PARISH OF TEMORA
COUNTY OF BLAND
Land Districts of Cootamundry and Barmedman East
EASTERN DIVISION N.S.W.

Second Edition

PARISH OF THANOWRING
COUNTY OF BLAND
LAND DISTRICT OF COOTAMUNDRY
EASTERN DIVISION N.S.W.

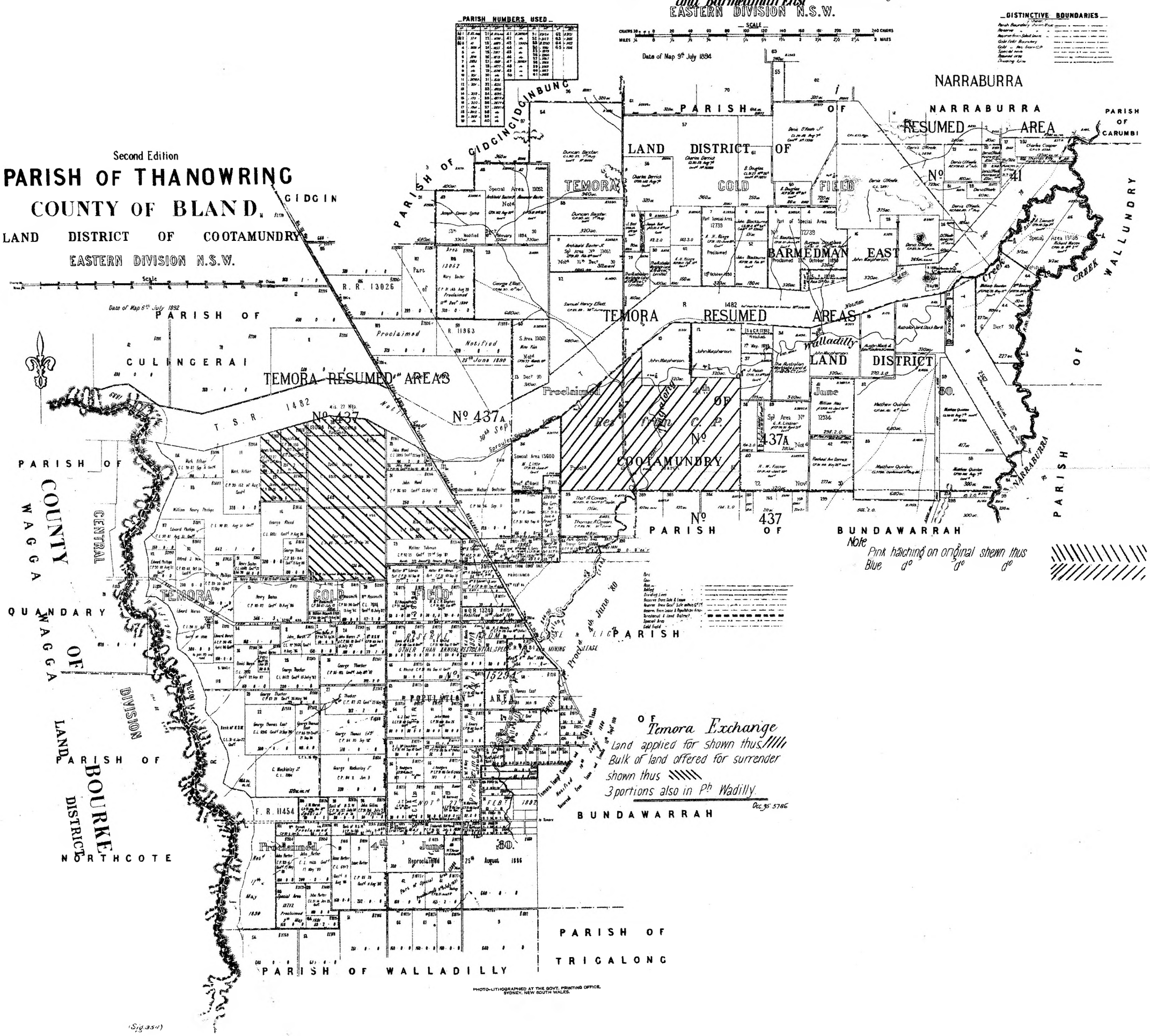


PHOTO-LITHOGRAPHED AT THE GOVT. PRINTING OFFICE, SYDNEY, NEW SOUTH WALES.

1895.

LEGISLATIVE ASSEMBLY.

NEW SOUTH WALES.

CROWN LANDS ACTS.

(AMENDED REGULATION No. 108.)

Ordered by the Legislative Assembly to be printed, 16 *August*, 1895.

Department of Lands, Sydney, 6th August, 1895.

HIS Excellency the Lieutenant-Governor, with the advice of the Executive Council, has been pleased to approve of the following amended Regulation No. 108 being substituted for that at present in force bearing the same number under the Crown Lands Acts.

J. H. CARRUTHERS.

REGULATION No. 108.

AN application that the value of any conditional purchase within a special area may be determined by appraisement shall be made in Form 34 to the Land Agent, accompanied by a fee of £2, before 1st September, 1895; and in any case where, in connection with any application made prior to this date, a deposit of £3 has been paid, the applicant shall be entitled to a refund of £1. A separate application shall be made in respect of conditional purchases of different series. Where two or more conditional purchases include land within the same special area, and the land was, or is, valued at the same rate per acre, or at rates varying on common principles of value, the appraisement of one conditional purchase may, with the consent of the party or parties interested (each of whom shall have duly lodged an application for appraisement), be accepted as determining the value or ratio of value of any other conditional purchase without a separate appraisement being made thereof; and in any such case the cost of the appraisement (notwithstanding such cost may exceed £2) shall be shared equally by the holders of the conditional purchases affected by such appraisement, but in no case shall a share exceed £2: Provided that any decision of the Land Appeal Court shall not govern any case in which separate appeal shall not have been made. In any case where the costs of an appraisement are less than £2 the difference shall be refunded.

1895.

LEGISLATIVE ASSEMBLY.

NEW SOUTH WALES.

CROWN LANDS ACTS.

(ADDITION TO REGULATION No. 71.)

Ordered by the Legislative Assembly to be printed, 16 *August*, 1895.

Department of Lands, Sydney, 9 August, 1895.

HIS Excellency the Lieutenant-Governor, with the advice of the Executive Council, has been pleased to approve of Regulation No. 71 under the Crown Lands Acts being amended by the addition of the following words, viz.:—

"No application shall be confirmed for land included in any reserve from sale."

J. H. CARRUTHERS.

1895.

LEGISLATIVE ASSEMBLY.

NEW SOUTH WALES.

CROWN LANDS ACTS.

(SUBSTITUTION OF AMENDED REGULATIONS NOS. 49 AND 148 FOR THOSE AT PRESENT IN FORCE BEARING THE SAME NUMBERS UNDER.)

Ordered by the Legislative Assembly to be printed, 18th September, 1895.

Department of Lands,
Sydney, 13th September, 1895.

HIS Excellency the Lieutenant-Governor, with the advice of the Executive Council, has been pleased to approve of the following Amended Regulations Nos. 49 and 148 being substituted for those at present in force bearing the same numbers under the Crown Lands Acts.

J. H. CARRUTHERS.

REGULATION No. 49.

49. An application for a homestead selection shall be in the Form 7, and may be lodged with the Land Agent, during office hours, on any Thursday, not being a public holiday.

The application shall be signed, and the declaration printed on the back of the Form shall be made, by the applicant, but the application may be tendered by the applicant in person, or by his agent duly authorised for the purpose in writing.

The application shall be accompanied by one-half-year's rent on the block applied for at the rate of 1¼ per centum per annum on the capital value, as notified, of such block, or in the case of a homestead selection without residence before grant, then at the rate of 3½ per centum per annum on the said value; and also by a survey fee according to the scale prescribed for additional conditional purchases, unless a different scale or fee be notified in the Gazette specifying the date from and after which the said block should be available for selection: Provided that if the application be for a homestead selection with residence before grant, one-third only of such survey fee need be paid with the application.

REGULATION No. 148.

148. An application for a settlement lease shall be in the Form 50, and may be lodged with the Land Agent, during office hours, on any Thursday, not being a public holiday.

The application shall be signed, and the declaration printed on the back of the Form shall be made, by the applicant, but the application may be tendered by the applicant in person, or by his agent duly authorised for the purpose in writing.

The application shall be accompanied by one-half-year's rent on the farm applied for at the rate of 1¼ per centum per annum on the capital value, as notified, of such farm; and also by a survey fee according to the scale prescribed for original conditional purchases, or where the area exceeds 2,560 acres, according to the following scale. In any case where the cost of survey shall be less than the scale rates, the difference may be refunded:—

	£	s.	d.
For 2,560 acres	18	15	0
For every additional 40 acres up to 3,840 acres, at 2s 6d.			
For 3,840 acres	22	15	0
For every additional 40 acres up to 5,760 acres, at 2s.			
For 5,760 acres	27	11	0
For every additional 40 acres up to 7,680 acres, at 1s. 6d.			
For 7,680	31	3	0
For every additional 40 acres up to 10,240 acres, at 1s.	34	7	0

1895.

LEGISLATIVE ASSEMBLY.

NEW SOUTH WALES.

CROWN LANDS ACTS.

(SUBSTITUTION OF AMENDED REGULATIONS Nos. 152 AND 153 FOR THOSE AT PRESENT IN FORCE BEARING THE SAME NUMBERS UNDER.)

Ordered by the Legislative Assembly to be printed, 2 October, 1895.

Department of Lands, Sydney, 27 September, 1895.

His Excellency the Lieutenant-Governor, with advice of the Executive Council, has been pleased to approve of the following Amended Regulations Nos. 152 and 153 being substituted for those at present in force bearing the same numbers under the Crown Lands Acts.

[Ml. 95–11,014] J. H. CARRUTHERS.

152. The rent for the second half of the first year shall be paid to the Land Agent or Colonial Treasurer within six months after the date of the execution of the lease, and the rent for each succeeding year shall be paid in advance to the Land Agent or Colonial Treasurer, before the date in each year corresponding to the date of execution of the lease.

153. A settlement lease shall be in Form 51, with such modifications and additional provisions, covenants, and conditions as to the Governor may seem expedient in the public interest; and the term of the lease shall run, and the first term of such lease shall commence as from the date of the execution of the lease by the Governor. When a settlement lease has been executed by the Governor the fact and date of the execution shall be notified in the *Gazette*, and the lease shall be forwarded to the Land Agent for delivery to the lessee. The lessee shall, within three months after such notification, take delivery of the lease, and shall give a receipt in writing for the same in Form 52, and such receipt shall have the same force and effect as if the lessee had duly executed the said lease or a counterpart thereof. If the lessee fail or neglect to take delivery of the lease, or to give such receipt as aforesaid within the aforesaid three months, the Minister may, by notification in the *Gazette*, declare the said lease to be null and void, and the same shall thereupon become null and void to all intents and purposes, and the application for the lease shall be deemed to have been disallowed, and any moneys lodged with the application shall be forfeited to the Crown.

1895.

LEGISLATIVE ASSEMBLY.

NEW SOUTH WALES.

CROWN LANDS ACTS.

(ADDITIONAL SUB-SECTION (*e*) TO REGULATION No. 35 UNDER.)

Ordered by the Legislative Assembly to be printed, 30 *October,* 1895.

Department of Lands, Sydney, 25 October, 1895.

HIS Excellency the Lieutenant-Governor, with the advice of the Executive Council, has been pleased to approve of the following Additional Sub-section (*e*) to Regulation No. 35 under the Crown Lands Acts.

[Ml. 95-12,291] J. H. CARRUTHERS.

(*e*) Suspend the condition of residence in connection with a conditional purchase or conditional or homestead lease.

1895.

LEGISLATIVE ASSEMBLY.

NEW SOUTH WALES.

CROWN LANDS ACTS.

(AMENDED REGULATIONS NOS. 72 AND 133 AND AN AMENDED FORM NO. 20, SUBSTITUTED FOR THOSE AT PRESENT IN FORCE BEARING THE SAME NUMBERS UNDER THE)

Ordered by the Legislative Assembly to be printed, 11 *December*, 1895.

Department of Lands,
Sydney, 6th December, 1895.

HIS Excellency the Governor, with the advice of the Executive Council, has been pleased to approve of the following amended Regulation, No. 72, and amended Form No. 20, being substituted for those at present in force bearing the samenumbers under the Crown Lands Acts.

[Ml. 95-14,062] J. H. CARRUTHERS.

CONVERSION OF CONDITIONAL PURCHASE INTO HOMESTEAD SELECTION.

72. An application for the conversion of a conditional purchase, together with any conditional lease held by virtue thereof, into a homestead selection shall be made on any office day to the Crown Land Agent in Form 20. Interest up to the date of the execution of the grant on the sum, which for the purposes of such grant is taken to be the capital value of the land, shall be paid before the grant is issued.

Form 20.

CROWN LANDS ACTS.

H.S. No. of 18 .

NOTE.—The application must include only Conditional Purchases and Conditional Leases of the same series.

Application for the Conversion of Conditional Purchases and Conditional Leases into a Homestead Selection.

Received by me, this day of 18 , at o'clock.

Land Agent, at

IN pursuance of section 20 of the Crown Lands Act of 1895, I, [*name in full*] being the holder of the conditional purchases and conditional leases specified in the Schedule hereunder, hereby apply for the conversion thereof into a homestead selection. The land is situated in the Land District of

SCHEDULE.

C.P. or C.L. number.	Area.	Date of Application.	Date of Confirmation.	Parish.	County.

Signed this day of 18 .

(*Signature of Applicant.*)
(*Address and nearest Post Town.*)

To the Crown Land Agent at

Department of Lands,
Sydney, 6th December, 1895.

HIS Excellency the Governor, with the advice of the Executive Council, has been pleased to approve of the following amended Regulation, No. 133, being substituted for that at present in force bearing the same number under the Crown Lands Acts.

[Ml. 95-14,063] J. H. CARRUTHERS.

133. An application for a grant of any town or suburban Crown Lands or of Crown Lands within population areas which have been offered for sale at auction and not sold shall be upon Form 48, and shall be lodged with the Land Agent during office hours on any business day not being a public holiday, or shall be transmitted to him by post, and shall be accompanied by a deposit of 25 per centum of the upset price at which the land applied for was last offered for sale; but in any case where such upset price includes the value of improvements on the land, and the Governor has decided to remit the value of such improvements to the person applying, the deposit may be 25 per centum of such upset price less the value so to be remitted: Provided that such an application shall not be lodged for land which is subject to a reservation from auction sale, and where a notification has been published that any land will be offered for sale by auction an application for such land shall not be lodged until such auction is over.

1895.

LEGISLATIVE ASSEMBLY.

NEW SOUTH WALES.

REPORT FROM THE SELECT COMMITTEE

ON

SELECTIONS MADE BY MARTIN TULLY;

TOGETHER WITH THE

PROCEEDINGS OF THE COMMITTEE,

MINUTES OF EVIDENCE,

AND

APPENDIX.

ORDERED BY THE LEGISLATIVE ASSEMBLY TO BE PRINTED,
17 *October*, 1895.

SYDNEY: CHARLES POTTER, GOVERNMENT PRINTER.

1895.

[1*s.* 3*d.*] 209—A

1895.

EXTRACTS FROM THE VOTES AND PROCEEDINGS OF THE LEGISLATIVE ASSEMBLY.

VOTES No. 15. TUESDAY, 17 SEPTEMBER, 1895.

21. SELECTIONS MADE BY MARTIN TULLY:—Mr. Affleck moved, pursuant to Notice,—

(1.) That a Select Committee be appointed to inquire into and report upon the case of certain selections in the county of King, parish of Windnella, Land District of Gunning, made originally by Martin Tully.

(2.) That such Committee consist of Mr. Carruthers, Mr. F. Clarke, Mr. Ashton, Mr. O'Sullivan, Mr. Millen, Mr. Rose, Mr. Cameron, Mr. Travers Jones, Mr. Chanter, and the Mover.

Debate ensued.

Question put and passed.

VOTES No. 23. TUESDAY, 8 OCTOBER, 1895.

1. * * * * * * *

SELECTIONS MADE BY MARTIN TULLY:—Mr. Speaker announced that he had received from the Honorable the Secretary for Lands, Mr. Carruthers, a letter stating his desire to retire from the Select Committee on "Selections made by Martin Tully," the firm of Carruthers and Hawkins having at one time acted as solicitors for Mr. Tully.

Mr. Reid (*by consent*) moved, without Notice, That Mr. Carruthers be discharged from attendance upon this Committee.

Question put and passed.

VOTES No. 28. THURSDAY, 17 OCTOBER, 1895.

5. SELECTIONS MADE BY MARTIN TULLY:—Mr. Affleck, as Chairman, brought up the Report from, and laid upon the Table the Minutes of Proceedings of, and Evidence taken before, the Select Committee for whose consideration and report this subject was referred on 17th September, 1895, together with Appendix.

Ordered to be printed.

CONTENTS.

	PAGE.
Extracts from the Votes and Proceedings	2
Report	3
Proceedings of the Committee	4
List of Witnesses	5
Minutes of Evidence	7
Appendix	18

1895.

SELECTIONS MADE BY MARTIN TULLY.

REPORT.

THE SELECT COMMITTEE of the Legislative Assembly, appointed on 17th September, 1895, "*to inquire into and report upon the case of certain selections in the county of King, parish of Winduella, Land District of Gunning, made originally by Martin Tully,*"—have agreed to the following Report :—

Your Committee having examined the witnesses named in the list* (whose evidence will be found appended hereto), find as follows :— * See List, p. 5.

1. That Martin Michael Tully was not justified in considering himself possessed of any title to the subject land until 10th November, 1886, when Mr. Secretary Copeland, sitting as a Court of Appeal, gave a decision confirming him in the ownership of the land.
2. That by section 18 of 48 Vic. No. 18 it is enacted that "The decision of the Minister upon any appeal in respect of any matter arising out of a conditional purchase or conditional leasehold shall, for all the purposes of this Act, be final and conclusive."
3. That by virtue of such decision Tully was thereupon warranted in regarding his title as valid, and in taking all necessary steps to uphold it.
4. That on the 25th November, 1890, as the result of legal proceedings instituted by the counter-claimant, Millane, the Full Court gave a decision, dispossessing Tully of the land, and that in view of such decision, Tully had no right to further regard himself as the owner of the land.
5. That between the date (10th November, 1886) of Mr. Secretary Copeland's decision vesting the land in Tully, and the Full Court's decision (25th November, 1890) dispossessing him, Tully was put to certain expenses, and that the direct cause of such expenses was Mr. Copeland's decision, which the Full Court subsequently set aside.
6. That the amount of such expenses during the period defined by the dates mentioned was about £400, in addition to a sum of £100 for improvements effected on the land, and payments connected therewith, to which in any consideration of compensation a reasonable allowance for interest on outlay should be added.

Your Committee recommend Mr. Tully's case to the favourable consideration of the Government.

WILLIAM AFFLECK,
Chairman.

No. 3 *Committee Room,*
Legislative Assembly,
17*th October*, 1895.

PROCEEDINGS OF THE COMMITTEE.

THURSDAY, 19 *SEPTEMBER*, 1895.

MEMBERS PRESENT:—

Mr. Affleck, | Mr. Ashton,
Mr. Chanter.

Mr. Affleck called to the chair.
Entry from Votes and Proceeding appointing the Committee *read* by the Clerk.
Committee deliberated.

[Adjourned till Wednesday next, at *Eleven* o'clock.]

WEDNESDAY, 25 *SEPTEMBER*, 1895.

MEMBERS PRESENT:—

Mr. Affleck in the Chair.

Mr. Ashton, | Mr. Chanter,
Mr. Millen, | Mr. O'Sullivan.

Martin Tully called in, sworn, and examined.
Witness withdrew.
Ordered,—That the Under Secretary for Lands be summoned to give evidence next meeting.

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

THURSDAY, 26 *SEPTEMBER*, 1895.

MEMBERS PRESENT:—

Mr. Affleck in the Chair.

Mr. Ashton, | Mr. Chanter,
Mr. Millen, | Mr. O'Sullivan,
Mr. Travers Jones.

Francis Ware Griffin called in, sworn, and examined.
Witness *handed in* tracing showing the land in dispute (*Appendix* A.)
Witness withdrew.
Martin Tully recalled, and further examined.
Witness withdrew.
Francis Ware Griffin recalled and further examined.
Witness withdrew.

[Adjourned till Tuesday next, at *Eleven* o'clock.]

TUESDAY, 1 *OCTOBER*, 1895.

MEMBERS PRESENT:—

Mr. Affleck in the Chair.

Mr. Ashton, | Mr. F. Clarke,
Mr. Millen, | Mr. Rose.

Francis Ware Griffin recalled and further examined.
Witness withdrew.
Martin Tully recalled and further examined.
Witness withdrew.

[Adjourned till To-morrow, at *half-past Three* o'clock.]

WEDNESDAY, 2 *OCTOBER*, 1895.

MEMBERS PRESENT:—

Mr. Ashton, | Mr. O'Sullivan,
Mr. Rose.

In the absence of the Chairman, Mr. Ashton called to the Chair *pro tem.*
Francis Ware Griffin recalled and further examined.
Witness *handed in* account of the expenses in connection with conditional purchase of M. M. Tully, 80/91, Gunning (*Appendix* B).
Witness withdrew.
Martin Tully recalled and further examined.
Witness withdrew.

[Adjourned till Tuesday next, at *Two* o'clock.]

TUESDAY,

TUESDAY, 8 *OCTOBER*, 1895.

MEMBERS PRESENT:—

Mr. Affleck in the Chair.

Mr. Ashton, | Mr. O'Sullivan,
Mr. Travers Jones.

Committee deliberated.

[Adjourned till To-morrow, at *Two* o'clock.]

WEDNESDAY, 9 *OCTOBER*, 1895

MEMBERS PRESENT:—

Mr. Affleck in the Chair.

Mr. Ashton | Mr. Chanter,
Mr. O'Sullivan, | Mr. Rose,
Mr. Travers Jones.

Martin Tully, recalled, and further examined.

Witness *handed in* Additional Account of interest on £943 7s. 6d., deposit money, and instalments paid Department (*Appendix* C 1). Statement of land mortgaged to pay legal expenses, and which has since been sold (C. 2).

Witness withdrew.

[Adjourned till Wednesday next at *Two* o'clock.]

WEDNESDAY, 16 *OCTOBER*, 1895.

MEMBERS PRESENT:—

Mr. Affleck in the Chair.

Mr. Ashton, | Mr. Chanter,
Mr. Millen, | Mr. Rose,
Mr. O'Sullivan.

Entry from Votes and Proceedings discharging Mr. Carruthers from attendance on the Committee *read* by the Clerk.

Committee deliberated as to their Report.

[Adjourned till To-morrow, at *Three* o'clock.]

THURSDAY, 17 *OCTOBER*, 1895.

MEMBERS PRESENT:—

Mr. Affleck in the Chair.

Mr. Ashton, | Mr. Chanter.
Mr. Travers Jones.

Chairman submitted Draft Report.

Same read, amended, and agreed to.

Chairman to report to the House.

LIST OF WITNESSES.

PAGE.

F. W. Griffin 8, 13, 15

M. Tully 7, 9, 15, 16

1895.

LEGISLATIVE ASSEMBLY.

NEW SOUTH WALES.

MINUTES OF EVIDENCE

TAKEN BEFORE

THE SELECT COMMITTEE

ON THE

SELECTIONS MADE BY MARTIN TULLY.

WEDNESDAY, 25 SEPTEMBER, 1895.

Present:—

MR. AFFLECK, MR. O'SULLIVAN, MR. CHANTER, MR. MILLEN, MR. ASHTON.

WILLIAM AFFLECK, ESQ., IN THE CHAIR.

Mr. Martin Tully called in, sworn, and examined:—

Mr. M. Tully. 25 Sept., 1895.

1. *Chairman.*] You are the party interested in this case? Yes.
2. Where do you reside? At Wheeo.
3. Will you give us the particulars of the case in as short terms as possible? The chief features of the case appear in the sworn testimony which I gave before the Supreme Court. They are these: On the 17th June, 1875, I, Martin Tully, on behalf of my son Martin Michael, then a minor, applied for a conditional purchase of 60 acres, and an additional conditional purchase of 48 acres, in the county of King, parish of Winduella, and land district of Gunning. The application was received by the Lands Department, the conditions were fulfilled according to law, and a certificate was granted to my son Martin Michael. Then in June, 1880, I again applied on behalf of my son, who was still a minor, for an additional conditional purchase of 200 acres. The Acts of 1875 and 1880 guaranteed the rights which had been created by the Act of 1861, by which Act people who had taken up a conditional purchase were allowed to afterwards increase the area to 320 acres. I applied, on behalf of my son, for 200 acres to increase his area. The application was received, but when the land came to be measured the area was found to be 212 acres, and I was applied to by the Department, through Mr. Moriarty, the Chief Commissioner of the day, for an additional £3 for the extra 12 acres. I forwarded £3, and received a receipt for the money. That receipt I have at home.
4. *Mr. Millen.*] You got a certificate for the original 60 acres and the additional 48 acres; the point in dispute is whether you are entitled to the balance of the 320 acres? Yes; I have been put to terrible expense over the matter.
5. *Mr. Chanter.*] Did they issue a certificate? Yes; and, in addition, two Ministers confirmed my application.
6. For the 212 acres? Yes. The Chairman of the Board questioned their decision. The Land Act of 1884 said that the Minister's decision in open Court should be final, and, having the Minister's decision in my favour, I would not give up possession on behalf of my son. Millane applied for part of the land, but withdrew his money, though afterwards they took it again. Millane withdrew his money, and it was withdrawn for a considerable time. Afterwards the Department again accepted it, and, under another Minister, gave him a title.
7. Is he in possession now? Yes, after my son has improved the land. The grounds of my complaint are that, after acknowledging my son's claim for three years,——
8. How did they acknowledge it? By accepting his money, and demanding £3 extra for an additional 12 acres.

9.

Mr. M. Tully. 25 Sept., 1895.

9. Did they accept the money under protest? No; at the end of three years Mr. Moriarty raised the objection that my son, being a minor, was not entitled to the land. The matter came before him afterwards as Chairman of the Land Board, and he gave the case against my son. I appealed, and the matter came before Mr. Copeland, who was then Secretary for Lands. The Minister declared that the selection was valid, the original selection having been taken up under the Act of 1861, and this being only an application to increase the area to the 320 acres to which my son was entitled.

10. The Department accepted money for the 212 acres, and at the same time they accepted an application from Milane for the same land? For part of the same land—for 80 acres of it.

11. *Mr. Millen.*] When Mr. Moriarty raised an objection, what did you do? The case went before the Board.

12. That is, the consideration of the application? Yes.

13. The Department could not have acknowledged your son's right if they refused the application? They had acknowledged it previously. I appealed to the Court presided over by the Minister.

14. *Mr. Chanter.*] How did the matter come before the Supreme Court? Millane issued a writ of ejectment against my son, and I defended it. When the case came before the Court, the Lands Department did not produce the Minister's certificate, and on that ground the Court decided against my son.

15. *Mr. Ashton.*] Were the 60-acre block and the 48-acre block adjoining? Yes.

16. Why did you not take up the 108 acres in one block as an original conditional purchase? It was a matter of choice.

THURSDAY, 26 SEPTEMBER, 1895.

Present:—

Mr. CHANTER. Mr. O'SULLIVAN.
Mr. TRAVERS JONES. Mr. ASHTON.
Mr. MILLEN.

WILLIAM AFFLECK, Esquire, in the Chair.

Francis Ware Griffin, Esq., called in, sworn, and examined:—

F. W. Griffin, Esq. 26 Sept., 1895.

17. *Chairman.*] What are you? I am a clerk in the Lands Department.

18. Will you give us a history of this case? I think the following *précis* will explain the case to the Committee:—

On 17th June, 1880, Martin Tully, as guardian of Martin Michael Tully, his son, a minor, lodged conditional purchase application 80-91 for an additional conditional purchase of 200 acres, in satisfaction of which, portion 295 of 212 acres was measured, and extra deposit on the 12 acres was duly called for and paid by Tully.

The dispute between Tully and Millane in regard to part of this land appears to have originated, according to Millane's letter, 83-1,168 Cor., through Tully, in defiance of an agreement between them, having by this application selected over a fence running through Millane's pre-lease, and which fence had been agreed to be treated as the boundary between their lands. Millane knew that M. M. Tully, in whose name the application was lodged, was not of the prescribed age of 16 years, and he therefore, on 8th February, 1883, under additional conditional purchase 83-9, applied for 80 acres of the land measured for Tully, and as Tully's father had to acknowledge that his son was under 16 years of age, his application 80-91 was declared void on 10th July, 1883—82-8,294 Cor.—and 80 acres duly measured for Millane; about 20 acres more of Tully's original area was also taken by Millane under additional conditional purchase 83-107.

After considerable correspondence it was decided by Mr. Secretary Spring, on 21st January, 1886—85-4,945 Cor.—that Millane's additional conditional purchase 83-9 of 80 acres, should be declared void on the grounds that the land, at date of Millane's application, was held and protected by Tully's application, which was good and valid until declared to be bad by the Department; Millane's additional conditional purchase 83-9 was accordingly declared void. Tully, in the meantime, being then over 16 years of age, under additional conditional purchase 85-33, on 13th August, 1885, again applied for the whole area of 212 acres originally measured for him, and on 15th December, 1885, the Local Land Board confirmed this application for 110¾ acres only, and disallowed it as far as the two portions covered by Millane's applications above referred to were concerned. From this decision Tully appealed, and his appeal was, on 10th November, 1886, sustained by Mr. Secretary Copeland, whose decision was identical with the views of Mr. Secretary Spring. No departmental action was taken on this decision, however, as Mr. Secretary Garrett, *vide* 87-28,564 Dep., decided that Millane's additional conditional purchase 83-9 should be included in Schedule to a Validating Bill then being prepared. (It may be stated that the application was not validated, having been withdrawn from the Bill.)

A further additional by Tully, 86-88, was, on 14th October, 1887, disallowed by the Board, on the grounds that Millane's conditional purchases (part of which were included in the application) cut it off from its basis. An appeal from this disallowance was lodged and eventually came before Mr. Secretary Brunker on 15th October, 1888, when it was dismissed and the decision of the Board upheld, Mr. Brunker having obtained the opinion of Mr. Attorney-General Simpson as to the legality or otherwise of Millane's applications, Mr. Simpson's opinion being that they were perfectly legal, as M. M. Tully (the minor under 16 years) not being a "person" who could legally apply for a conditional purchase, his application for additional conditional purchase 80-91 was bad *ab initio*, and the land consequently remained Crown land and was so at date of Millane's applications. This was the view held by the Department in the first instance (Mr. Secretary Farnell) and the voidance of Millane's additional conditional purchase 83-9, which had been declared in error, was thereupon reversed, 6th June, 1889.

Tully appears to have retained possession all the time, and on 22nd April, 1891, an action brought by Millane against him for trespass came on before Mr. Justice Foster at the Goulburn Circuit Court, when, on the recommendation of his (Tully's) counsel, Mr. B. R. Wise, a verdict for £50 damages without costs was agreed to, and Mr. Wise then proceeded to review the whole matter and asked the jury to recommend Tully's case to the favourable consideration of the Government as to his claim to be compensated for the expense and trouble he was put to through "official bungling." Mr. Justice Foster also thought the case deserved consideration, and a recommendation to that effect was accordingly made by the jury, the fact being entirely ignored that Tully himself was solely to blame for all his troubles, he having in the first instance made in his son's name an illegal conditional purchase, and he cannot be held to have any shadow of a claim in connection with that conditional purchase (80-91), and as regards its re-selection under additional conditional purchase 85-33, under the Act of 1884, he had no legal right to even take possession till after the application was confirmed by the Board, which, as far as the area in dispute with Millane is concerned (about 100 acres), it never was, although Mr. Secretary Copeland certainly held in the Appeal Court that the Board was wrong in not doing so; but, as before stated, no action was taken to give effect to this decision, which decision is now proved to have been incorrect (*vide* the Attorney-General's opinion and the Supreme Court decision in the trespass action at Goulburn.)

Claims for compensation on behalf of both Tully and Millane having been made by Messrs. Wise and Colls M's.P., those gentlemen were requested to submit in writing the grounds on which they base their claims. Tully has forwarded a long statement of the case from his point of view, and also a detailed statement of his expenses, &c., amounting to £943 7s. 6d., which sum he considers is considerably under his actual loss over the matter. Millane states that the case pretty well ruined him, and asks for "some little compensation," but it must be borne in mind that he accepted a verdict for £50 as damages for Tully's trespass on the land, and his only loss that the departmental action would affect would apparently be through being deprived of the use of the land owing to his application being declared void in error.—A.S., 29/4/92.

Then

Then follows a minute by the Under Secretary :—

I must confess my inability to see where Mr. Tully's claim for compensation comes in, seeing that he has had the use of the land in question without any valid title for over ten years. The first application was void *ab initio*, the second (made in 1885, partly void)—*i.e.*, to the extent of Millane's previous application. It is true that Mr. Secretary Copeland ruled in effect that Tully was entitled to the entire area applied for under conditional purchase 85–33; but that decision was never given affect to by the confirmation of the application, pending which Tully was not entitled to enter into possession of the land. Nevertheless he did retain possession of the entire area until ousted by Millane. The area available for Tully, which it may be argued is still unconfirmed, amounts to about 110 acres, shown by blue edging on tracing "Y" herewith.—W.H., 10/5/92.

F. W. Griffin, Esq.

26 Sept., 1895.

Following that again, comes a minute asking why Mr. Copeland's decision was not carried out promptly :—

The Under Secretary requires a report to be furnished as to the cause of Mr. Secretary Copeland's decision in the Appeal Court not being carried out promply.—W.H.C., 1 June, 1892.

To this the reply is made—

Mr. Secretary Copeland's decision of 10th November, 1886, on appeal in Tully's case—(papers 87–5,321 Dep.), was forwarded to the Chairman, Goulburn, 4th March, 1887, and the papers were recalled by Mr. Secretary Garrett, 12th August, 1887 (87-28,564 Dep.) with a view to Millane's additional conditional purchase application 83-9 being validated by Special Bill, and were retained in the Department till requisitioned for by the District Surveyor, Goulburn, to whom they were sent 31st October, 1888 (88-39,958 Dep.). The District-Surveyor returned them about 19th January, 1889, on which date they were forwarded to the Chairman, Goulburn, for any necessary action, and were returned to the Department on requisition, 10th March, 1890 (90–4,933 Dep.), in connection with a Supreme Court subpœna. Were returned to the Goulburn Board on requisition, 16th September, 1891 (91–19,056 Dep.), and again returned to the Department on requisition, 13th January last (92–631 Dept.)—A.S., 8/8/92.

Then come these minutes :—

Millane's conditional purchase application 83–9 was approved to be included in schedule to the Validating Bill, 19th August, 1887 (*vide* 87–28,564 Dept.), but was withdrawn from such schedule, 26th June, 1888 (*vide* page 5844, vol. 33, Parliamentary Debates).—A.S., 20/8/92. The Under Secretary—W.H.C., 11/11/92. The above inquiries have been made in view of Mr. Edmonds' letter herewith, and the case is now re-submitted.—W.H., 14/12/92.

Finally, I quote the second minute on the case, written by Mr. Copeland :—

I have again gone through these papers, and have finally decided to take no further action in the matter.

Tully was himself the cause of all the trouble by, in the first case, taking up the land for his son, knowing full well that his son was under age, thereby endeavouring to perpetrate a fraud on the Act and the public, which has been the cause of an enormous loss of time to the various branches of the Department, equalling, I have no doubt, quite as large a money loss as he has personally sustained.

With respect to the decision given, on appeal, by myself in 1886, this it appears has since been overruled, though it was evidently in accord with the practice of the Department at the time—see Mr. Under Secretary Oliver's submission to Mr. Secretary Spring of 21/1/86. But were such not the case, it does not follow that Mr. Tully would be entitled to compensation any more than the thousand and one suitors in our various other Law Courts, who have had decisions which have subsequently been reversed, are entitled to compensation. Perhaps if Mr. Justice Foster's decision had been appealed against, the Full Court or the Privy Council might have reversed his decision. If the fact of this decision being reversed is to be taken as evidence of "official bungling," then God knows there is no lack of *judicial* bangling, if the reversal of decisions and the success of appeals may be taken as evidence; while there can be no doubt as to the infallibility of Mr. Wise's legal opinions, judging by the number of cases in which he obtains a verdict. Of the fact that his opinion and the legal results are invariably in accord no doubt his clients would cheerfully subscribe to.

I should not hesitate to ask Parliament to compensate Mr. Tully, if I thought he deserved it; but I do not think so. Moreover, who is to compensate the Department for the trouble and cost he has put them to by his illegal action in the first place.

H.C., Minister for Lands, 17/12/92.

I also produce a tracing illustrating Millane's and Tully's conditional purchases. [*Handed in. Vide Appendix* A.]

Mr. Martin Tully recalled and further examined :—

Mr. M. Tully.

26 Sept., 1895.

19. *Chairman.*] Have you anything to add to your evidence of yesterday? First of all, I wish to say that the report which has just been read by the departmental officer is misleading. I question if I have anything to add to what I said yesterday, unless any member of the Committee desires to examine me on any point I think that the groundwork of the case is now before the Committee.

20. *Mr. Chanter.*] The plan produced by the departmental officer shows your original conditional purchase of 60 acres, and an additional conditional purchase of 48 acres? Yes. Before the passing of the Act of 1875, I, on behalf of my son, Martin Michael Tully, a minor, took up an original selection of 60 acres; and as at that time a person could make as many selections as he liked, providing that they each amounted to 40 acres in area, and did not in the aggregate exceed 320 acres, I, at the same time, took up an additional conditional purchase of 48 acres on his behalf. My son resided upon the land, improvements were put upon it and inspected, and a certificate issued for both blocks. An amending Act was passed in 1875, and another in 1880, both guaranteeing existing rights, and I contend that under those Acts my son was entitled to increase his area to 320 acres, if he thought proper to apply for more land. Therefore, he still being a minor, I applied for 200 acres on his account, and on the face of the application I said, "I, Martin Tully, on behalf of my son, Martin Michael, a minor, apply for this land." That being so, I think it was the duty of the Department to have raised their objection at that time. I applied for that land on the 17th June, 1880. It is shown on the tracing as an area enclosed by a brown band.

21. At the time you made the application was the land measured? No; and when it came to be surveyed the area was increased to 212 acres, making my son's total holding 320 acres.

22. *Mr. Ashton.*] You were informed that there were 12 acres more in the block than you had applied for? I applied for a pre-lease at the same time, and the Department granted a pre-lease of 600 acres, in virtue of these 200 acres, and I paid rent for that lease for two years.

23. The Department also asked you to pay for the extra 12 acres? Yes; they applied to me for £3 for the extra 12 acres.

24. And a pre-lease was granted to you? Yes; before the Department asked for the £3.

25. When did Millane come in? On the 8th February, 1883.

26. With an application for how much? For 80 acres.

27. That was 80 acres out of the 212 acres which you applied for? Yes.

28. What was done with that application? It appeared that the Department accepted it through a gentleman whose name I would like to leave out of the case. He was a Member at the time.

29. And the Department subsequently informed you that your son's application was void? Not for nearly three years after he made that application.

Mr. M. Tully. 26 Sept., 1895.

30. In the June following the February in which Millane's application was made? Yes.
31. Did your son then withdraw his claim to the land and accept a refund of the deposit money? I did it for him; but I contend that although I might give my son anything at any time, I had no power, he being a minor, to take anything from him. When I saw the political pressure that was brought to bear, I accepted the refund to avoid difficulties with the Department.
32. When you received notice from the Department that your son's application was void you withdrew it on behalf of your son and accepted a refund of the money paid on account of it? Yes; but that did not interfere with my son's title to the land, because he was a minor.
33. *Mr. Millen.*] When you lodged the application for the additional 200 acres you were aware that the Act did not allow anyone under 16 to select? On the contrary, if you go through the Acts of 1875 and 1880 you will find that they maintained existing rights.
34. The Act of 1880 barred selection by minors? An original selection, but not an additional conditional purchase of this kind.
35. Then why did you draw attention, when making the application, to the fact that your son was under 16? Because, if I had not done that, they would have said that I had misled them.
36. But you said that you specially drew attention to the fact? Yes; because I was acting as agent for my son. If anything was wrong with the application that was the time to have objected to it.
37. Why did you draw attention to what you maintained was all right? Lest there should be any misunderstanding. I made use of the same words in making application for the additional conditional purchase that I used in making application for the original conditional purchase.
38. *Mr. Ashton.*] When you withdrew your claim to the land on behalf of your son, and accepted a refund of the deposit money, did you consider the whole matter at an end? No; I expected that when my son came of age he would claim his rights.
39. After that took place a declaration of voidance was gazetted? Previously to my withdrawing the money a declaration of voidance was issued.
40. The land was then selected by another son, Owen Tully, who was over 21? Thirty days after the withdrawal of my son, Martin Michael's application, Owen came in and re-selected the whole portion. He said that he was aware that 80 acres had been selected by Millane; but he contended that Millane had no legal right to that land, because Martin Michael's application had not been voided at the time of the selection.
41. Owen Tully applied for the land, but Millane had already got some portion of it? Millane had what I consider an imaginary claim to 80 acres of it.
42. Owen Tully's application was refused? It was refused in part.
43. Then another application for the same land was made by Martin Michael Tully, who in the meantime had come of age? Yes; on the ground that the land was in possession of himself for his brother at the time Millane made his application. Before that, he had contended that Millane's claim was void from the beginning.
44. Between the withdrawal of Owen's application and the second application by M. M. Tully, did Millane put in an application? He put in an application for 40 acres, a portion of which overlapped the 212 acres in question.
45. *Mr. O'Sullivan.*] Is that the holding that late Mr. Thomas Garrett endeavoured to validate? Yes.
46. But he withdrew it from his Validating Bill? Yes; I think it will be generally admitted that Mr. Garrett knew as much of the Land Law as most men. If he considered that my son's claim was invalid, why did he endeavour to validate Millane's claim.
47. What happened after Mr. Garrett abandoned the attempt to validate Millane's selection? An action was entered against me in the Supreme Court. I was before the Supreme Court three times. I appealed against the first decison, and when the case came before the Full Court, the Department refused to produce the Minister's certificate. Upon that ground the Supreme Court gave the case against me. There was then nothing open for me to do, but to appeal to the Privy Council. I was not equal to the occasion, however, and I was too proud to beg.
48. *Mr. Ashton.*] As a matter of fact, did the Supreme Court go into the question of title? Although I produced a copy of the Minister's certificate, which the Department had issued to me, the case was given against me because of the non-production of the original.
49. When the application for a writ of ejectment came before the Supreme Court, did not your counsel agree to a verdict being entered against you? Yes; the counsel agreed to let the question go before the Full Court.
50. When the case was called upon, your counsel agreed to a verdict being entered against you for £50, and asked the jury to add a rider to the effect that you had been the victim of official bungling? The Full Court recorded the case against me, and there was then no possibility of getting the land back, except by an appeal to the Privy Council.
51. *Mr. Millen.*] You paid two years' rental for this land? I paid two years' rental for a pre-emptive lease granted in connection with the 200 acres.
52. Was it after you had been paying rental for two years that you received a refund? Yes.
53. *Mr. Chanter.*] A refund of the rent? No.
54. *Mr. Millen.*] A refund of the deposit upon the selection? Yes.
55. Do you not consider that, having accepted a refund of that money, such action destroyed whatever claim was created by the acceptance of the rental by the Department? If it had been my own selection it would have done so; but my son was a minor, and I contend that I had not the power to take from him his claim.
56. *Mr. Ashton.*] What was the nature of the first case that came before the Supreme Court? To recover this land from Millane.
57. Did the Supreme Court find that the land belonged to Millane? When the case came before the Full Court, the certificate of the Minister confirming my application was not produced by the Department, and the Court, therefore, gave the case against me.
58. When the matter came before the Full Court, was the certificate not produced? It was produced at the last trial, when the Judge recommended my case for consideration.
59. Was it possible to produce it at the appeal to the Full Court? I think so.
60. You say that you recognised that your failure in the Supreme Court was due to the fact that this certificate was not produced? No; the counsel agreed on the ground that, as the case was a complicated one,

one, it would be best to have the opinion of the Full Court upon it, and it therefore went before the Full Court. I was not present when the case came before the Full Court; but I know that this paper was not produced. Mr. M. Tully. 26 Sept., 1895.

61. As a matter of fact, your counsel might have produced this certificate; it was owing to failure on the part of your counsel that the certificate was not produced? The Department was called upon to produce the papers, and they omitted this paper.

62. Why did not your counsel see that it was produced? I was not there myself.

63. It was really failure on the part of your counsel that led to its non-production? For some cause or other it was not produced; but I cannot say, on oath, that it was the fault of counsel.

64. If your counsel had insisted upon its production, it would have had to be produced? There are books which will give the history of the whole case.

65. At any rate Mr. Copeland's minute was not produced when the case came before the Full Court? No.

66. And no copy of his decision in your favour was produced? A copy was produced.

67. You say that your failure before the Full Court was due to the fact that Mr. Copeland's decision in your favour was not put in in evidence? Yes.

68. If your counsel had insisted upon its production it would have had to be produced? Well, I was not there myself. A writ of ejectment was issued against me in the Supreme Court and the case was directed to be heard in Goulburn for the convenience of parties. My counsel demanded the papers, but this letter and the letter of Mr. Gannon were not forthcoming. We insisted upon the certificate being produced, and it was then that the judge directed attention to the necessity for compensation.

69. The effect of all the legal actions in which you have been involved has been to establish Millane's title to the land, and to set forth that you have been the victim of official bungling? ——

70. The certificate you have referred to is the decision given by Mr. Copeland when sitting as a Land Court? Yes.

71. *Mr. Millen.*] In the departmental memorandum it is stated that your claim for expenses was something like £900;—can you state how much of that amount was incurred before and how much was incurred after the refund of your deposit money? That was an estimate of the whole amount up to the time of its being made.

72. How long have you been fighting out the title to this land? It is over eighteen years since I first took it up, and it has proved my ruin in a worldly sense.

73. The land in dispute was applied for by you in 1880? Yes.

74. Three years after that you accepted a refund of the deposit money? Yes.

75. Were you put to any legal expense before receiving that refund? Yes.

76. What proportion of your expenditure was incurred before receiving the refund and what proportion was incurred afterwards? Very little expense was incurred previous to my receiving the refund. The Land Act of 1884 states that the Minister's decision given in open Court shall be final, and having that decision in my favour ——

77. But you received the refund before the Act of 1884 came into operation? The land was only applied for by me on behalf of my son. I might give to my son, but I could not take away from him before he was of age. I took the refund to try to avoid difficulties, and so that later on, when he became of age, he might defend his rights. Although I took the money he did not give up his rights.

78. *Mr. Ashton.*] You acted as his agent in taking up the land and as his agent in renouncing the application? I did not act as his agent in renouncing the application.

79. But, unless you had acted as his agent, the Department would not have recognised you as having any standing? Although I took the money, I intended that later on, when my son became of age, he should defend his rights.

80. *Mr. Millen.*] Were you on good terms with Owen Tully? Yes.

81. Did you know that he was lodging an application for the land? Yes.

82. He did that with your approval? Yes; we were acquainted with each other's actions in the business.

83. If Martin Michael Tully had not waived his title, how could you have sanctioned the action of your other son in jumping his claim? I knew that Owen Tully was going to apply for the land, but I did not instruct him to do so.

84. You did not stop him? No.

85. You regarded the land as lost to Martin Michael Tully? My son, Owen Tully, was of age, and the land was vacant land in the true sense of the word when he applied for it. Millane, who was of age, accepted a refund of his money, and he ought to be accountable for that act.

86. Owen Tully's application was refused on the ground that it overlapped the land applied for by Millane? Yes.

87. *Mr. Ashton.*] When did Mr. Secretary Copeland give a decision in your favour? 10th November, 1886.

88. When Owen Tully's application failed, Martin Tully, who had in the meantime become of age, made fresh application for the land? Yes; he applied for the whole block in his own name.

89. At that time an application had been received from Millane for how many acres? For 100 acres. My son, in putting in his application, did not acknowledge Millane's claim, because the land was in possession of his brother at the time Millane took it up. It was not Government land and was not open to selection.

90. The Land Board decided Millane's claim to be valid, and gave your son the rest of the land? They gave it to him, but he did not accept it. He appealed against their decision to the Minister.

91. The Minister upheld his appeal. Were any improvements afterwards effected upon the land? Yes.

92. To what value? It was fenced in and ringbarked, and other work was done upon it.

93. *Mr. Chanter.*] At what do you value the improvements? The improvements were worth close on £100.

94. *Mr. Ashton.*] Was Mr. Copeland's decision appealed against? That could not be done.

95. What was the action taken in the Supreme Court? After some time action was taken there to dispossess my son.

96. Do you know the exact nature of that action? I cannot remember exactly.

97. Was the first action in the Supreme Court an appeal from the Minister's decision? I am not prepared to say just now, but I will be able to answer the question at the next sitting. I think it was an action to recover the land.

98.

Mr. M. Tully. 26 Sept., 1895.

98. What period elapsed between Mr. Copeland's decision and the initiation of the Supreme Court proceedings? Some considerable time, but I cannot remember exactly how long.

99. *Mr. Millen.*] Can you say whether it would be six months or twelve months? It was more than twelve months. After Millane's application was declared void he withdrew his money and gave up all title to the land. Then there was a change of Government and the Land Board questioned the decision of the two previous Ministers.

100. *Mr. Chanter.*] Was the refund obtained by Millane after the decision given by Mr. Secretary Copeland in 1886? I think it was after Mr. Secretary Spring had declared the application invalid.

101. Mr. Secretary Spring sat in his Ministerial capacity alone; he did not sit as Mr. Copeland sat, as a Land Appeal Court? I was not in Sydney at the time, and I cannot say.

102. How did the matter come before Mr. Secretary Spring—on an appeal from the decision of the Land Board? I had a lawyer employed, who conducted the case for me. I was not present myself.

103. You do not know how the matter came before Mr. Secretary Spring? No; but I can find out.

104. *Chairman.*] Was the first Court case tried before Mr. Justice Foster? No; that was the middle case.

105. *Mr. Millen.*] Are you aware whether Millane, in withdrawing his money, did so under protest or not? I had no opportunity of knowing what he did.

106. What became of the balance of the land that was left after Millane's application was satisfied? My son has it now.

107. *Mr. Ashton.*] He took up the balance? He took the balance when the case went before the Supreme Court, and the Supreme Court decided against him.

108. He now holds the balance? Yes.

109. What proportion of the £100 worth of improvements which you stated were put upon the whole block applied for was put upon the portion now held by your son, and what proportion was put upon the area now held by Millane? There was most done on Millane's portion, because the boundary fence was taken on to his land.

110. How much of the 212 acres did Millane get? About 100 acres.

111. *Chairman.*] You have received no compensation? No. Until the place was fenced in, Millane used to run his sheep over my son's land.

112. *Mr. Ashton.*] When was it that Mr. Secretary Garrett attempted to validate Millane's selection? I think it was in 1888.

113. That was just after Mr. Copeland's decision? Yes.

114. And before the Supreme Court actions? I think it was after them.

115. But the Supreme Court has found that the land belonged to Millane? Mr. Garrett did not think so.

116. *Mr. Millen.*] Were the Supreme Court actions pending at the time the Validation Bill went through? I cannot say from memory; but I think it was brought in after they were decided.

117. *Mr. Chanter.*] You contend that your son, having been allowed to make an original conditional purchase under the Act of 1861, was entitled, under the Act of 1875, although still a minor, to make additional conditional purchases? Yes.

118. *Mr. Ashton.*] Did the Supreme Court find otherwise? Not in my opinion. The Act of 1884 distinctly states that the Minister's decision in open Court shall be final. I had that decision in favour of my son, and, on the strength of it, my son, with the aid of his brothers, improved the land.

119. *Mr. Chanter.*] The papers show that the decision of the Minister was produced in Court? I gave a copy of it to my lawyer, but the Department did not produce the original.

120. Did Millane lodge a second application for his land? No.

121. *Mr. Millen.*] If your withdrawal of the deposit money did not waive any claim your son had, why did you lodge a second application for the land? Because my son was not of age.

122. But you were acting as his agent. If you acted as his agent in lodging the application, you must have been acting as his agent in receiving the deposit money back again? Can a minor transfer his rights in landed property? I could not deprive my son of his right to the land.

123. *Mr. Chanter.*] What was your object in accepting a refund? Because my son was not able to contend against the decision of the Department, and I knew that it was of no use to keep the money there lying dead.

124. *Mr. Millen.*] Then you put a second application in? No. The son who then applied was 22 or 23 years of age. He applied for the land on his own behalf, looking upon it as vacant land.

125. Do you regard the second application of M. M. Tully as valid? Yes, from the commencement.

126. Then, at the time he put the second application in, the whole 212 acres must have been available for selection? I looked upon it as open land.

127. There could be no other legal claim to it? No.

128. Consequently his first claim must have been brushed aside? The first claim was declared void; but he had no need to contend about that, because it was his own application.

129. *Chairman.*] You say that this same land was selected by Owen Tully? After the former application had been declared void.

130. How did it become open for M. M. Tully to make a second application? Because my son, Owen, had withdrawn his application, since he could not get the whole area he applied for. Millane's selection was taken up during the time the land was in the possession of my son, Martin Michael, and my son, Owen. The second portion was taken up when the land was in possession of my other son.

131. Millane took the land up when it was in the possession of both Owen and Martin Michael Tully? Yes; he took it up in two portions, but it was not legally in his possession according to the Land Act.

Francis Ware Griffin, Esq., recalled and further examined:—

F. W. Griffin, Esq. 26 Sept., 1895.

132. *Mr. Millen.*] On what date was the refund made to Martin Tully? The voucher was sent to him on the 10th July, 1883.

133. Does that constitute the date of voidance from the departmental point of view? It is held by the Department that the selection had no existence as a conditional purchase.

134. *Mr. Ashton.*] When was the voidance made by the Department? On the 26th June, 1883, a declaration was made that the conditional purchase had been void from the beginning.

135. The land then became available for selection? It has always been available for selection.

136. *Mr. Millen.*] You never admitted a title to it? No; when the application of M. M. Tully was made there was nothing to show that he was not 16. The Department knew nothing about his being under 16, until Millane wrote in, and said that he was. As soon as it was found out that he was under age, the selection was declared void. F. W. Griffin, Esq. 26 Sept., 1895.

137. After the declaration of voidance, what was the first step taken in connection with the land? No further step was taken in connection with it by the Department. They simply upheld Millane. Then, all sorts of representations were made, and Millane's selection of 80 acres, which had previously been applied for, was in error declared void by Mr. Secretary Spring, on the 21st January, 1886. It was found, however, that Mr. Secretary Spring had made a mistake, and Millane was reinstated on the 22nd May, 1889. Previous to that, however, on the 15th December, 1885, M. M. Tully had applied for the land.

138. Was the voidance of Millane's application public information? It was open to the public to know of.

139. When did Owen Tully apply for the land? On the 2nd August, 1883; but he had no shadow of a claim, and he withdrew his application on the 25th November, 1884.

140. M. M. Tully's second application was made on the 15th December, 1885;—that was four years before Millane was reinstated? Yes; but Tully's second application was made under the Land Act of 1884, which provides that no title whatever can be obtained until the application is confirmed by the Land Board. Under the Act of 1861, the applicant could take the land directly the application was made.

141. Tully's second application was made when Millane was in possession of the land, and before Mr. Secretary Spring's decision had been given? Yes; but sections 6 and 7 of the Act of 1875 show that Tully had no claim upon the conditional purchase of 80 acres. He was allowed to hold the land simply because the Department did not know that he was under 16. Even if there were any rights in his case, they were waived by the acceptance of the refund. Tully appealed to Mr. Secretary Copeland in regard to his second application, who upheld his appeal, but no effect was given to Mr. Copeland's decision.

142. At the time Martin Michael Tully lodged his second application, the land held by Millane was not available? Yes; that is the opinion of the Land Board, though Mr. Copeland upheld Tully's appeal. Mr. Copeland's decision was not given effect to.

143. *Chairman.*] That was through what might be termed carelessness on the part of the Department? No. Mr. Secretary Garrett then decided to validate Millane's conditional purchase.

144. But the Assembly would not agree to it? Mr. Garrett recognised that if the land were included in a Validating Bill, there would no question about the title to it, and all these law cases would be stoppped. When Millane found how things were going, he went to the Supreme Court.

145. *Mr. Ashton.*] The ground for Mr. Secretary Spring's declaration that Millane's application was void in the first instance was that he considered that the land was held and protected by Tully's application, which was good and valid until pronounced bad by the Department? Yes; that was his belief.

146. And on what grounds did he re-establish Millane's claim? He did not re-establish him.

147. Who did? Mr. Brunker.

TUESDAY, 1 *OCTOBER*, 1895.

Present:—

Mr. MILLEN,	Mr. F. CLARKE,
Mr. ROSE,	Mr. ASHTON.

WILLIAM AFFLECK, Esq., in the Chair.

Francis Ware Griffin, Esq., recalled and further examined:—

148. *Mr. Millen.*] What action was taken by the Department upon Mr. Secretary Copeland's decision? None. The Department could take no action upon that decision. Mr. Copeland said in effect that Millane's application was bad until Tully's first application was wiped off, and therefore, he upheld Tully's second application; but the reason he gave for determining Millane's application to be bad should also have determined Tully's second application to be bad. F. W. Griffin, Esq. 1 Oct., 1895.

149. But was not Tully's second application only for the balance? No; he claimed the whole area.

150. How did the question next come before the Department? Tully applied for further additional conditional purchases to go round Millane's; but they were disallowed by the Land Board. Tully appealed to the Minister, and when the appeal came before the Minister the original mistake was rectified.

151. It was only when Tully appeared as a further applicant for land that the Department took action? Yes.

152. Why were the further additional conditional purchases disallowed? On the ground that one of Millane's conditional purchases cut Tully off from them.

153. They were not disallowed because of the invalidity of the application? There was no invalidity. The second application was made under the Act of 1884, under which Act anyone applying for land, could have no title until the application was confirmed.

154. Did Tully apply for an additional conditional purchase apart from the land in dispute? Yes.

155. Why did the Department refuse to grant his application? Because the land applied for did not adjoin his previous selections.

156. Did it adjoin the land in dispute? Yes.

157. You refused to grant the application upon that ground? Because the land applied for was cut off from Tully's holding by part of portion 350. Tully quotes the Minister's decision in the first appeal as being final and conclusive, but that is only so far as the Land Act is concerned. Millane's only course was to go to the Supreme Court. He got a writ of ejectment against Tully, but Tully still stuck to the land.

158. What other action was taken, outside the departmental action, in this case? Millane entered an action for ejectment against Tully, and gained it. In the lower Court, a verdict was given by consent, and when the matter went to the Full Court, they upheld Millane.

159. How long was that after Mr. Copeland's decision? Nearly four years.

160. *Chairman.*] Was Tully in possession all the time? Yes, and he stuck to the land in the face of the Supreme Court's decision. Millane then brought an action for trespass. Tully has included in his claim for

F. W. Griffin, Esq. 1 Oct., 1895.

for compensation all the expenses incurred in this last action. Then, too, he speaks of having fenced the land with a log fence, but, as he enjoyed possession of the land and of the fence for eleven years, the fence cannot be worth much now.

161. Do you know what was the recommendation of the jury, and the summing up of the Judge, in the Supreme Court case? Yes; but, of course, it goes for little, because it was given upon false premises.

162. That would be according to the evidence that was given? There was no evidence tendered. The Court spoke about official bungling, but no chance was given to the Department to show that there had been no official bungling. I have here the newspaper report of the case. The jury accepted Mr. Wise's statement as being absolutely correct. Tully's strong point was that he had Mr. Copeland's decision in his favour; but that simply empowered him to go to the Local Land Board and demand a certificate of confirmation for the whole area applied for.

163. Did he apply for such a certificate? No; he slept on his rights, if he had any.

164. *Mr. Rose.*] Had he applied, how would it have resulted? It would have been pointed out to him that a serious error had been made, and he would have known of the mistake sooner than he did.

165. *Mr. Ashton.*] How did Tully become acquainted with Mr. Copeland's decision? The decision was given in open Court, and a copy of it was sent to him.

166. When was he informed that the Department did not intend to recognise that decision? He was never so informed directly—only indirectly.

167. What do you mean by "indirectly"? When he applied for an additional conditional purchase.

168. If the decision of Mr. Copeland was given in open Court, Tully had a perfect right to assume that he was the owner of the land? He would have had a perfect right to assume that if the Board, following that decision, had given him a title.

169. Had he not a right to assume that the Board would follow up the Minister's decision? Yes; I think he had.

170. And he had a perfect right to proceed as if he were the owner of the land, until he got an intimation from the Department that the Supreme Court had reversed the Minister's decision? No; he had no right to assume that he was the owner of the land until he got a certificate of confirmation from the Board.

171. When the Minister decided that Tully was the owner, had not Tully a perfect right to assume that he was the owner? In ninety-nine cases out of a hundred a man would have had the right to assume that; but I do not think that Tully had the right to make any such assumption, because he knew very well that the very thing that stopped Millane stopped him.

172. He had a perfect right to assume that the Minister knew what he was doing, and that the Minister's decision was final, seeing that the Act said that it was final? Yes.

173. Has the Department ever notified Tully that it did not intend to give effect to the Minister's decision? They wrote 22nd August, 1887, and told him that they intended to put Millane's conditional purchase in a Validating Bill. Mr. Brunker's decision, after several postponements, was finally given on the 15th October, 1888. Mr. Copeland's decision had been given on the 15th November, 1886.

174. *Mr. Millen.*] When were the additional conditional purchases applied for? On the 18th November, 1886.

175. How long afterwards was it made known to Tully that the previous selection was still disputed? The application was disallowed by the Land Board on the 14th October, 1887.

176. Nearly eleven months afterwards? Yes. It was upon Tully's appeal from the disallowance that Mr. Brunker gave his decision.

177. I suppose that the grounds of the Land Boards disallowance were those which have been stated by you? Yes.

178. Did the Department make any special effort to represent these cases before the Board? No.

179. Then the Board must have overridden Mr. Copeland's decision? They disregarded it.

180. Was it not a very peculiar thing that some communication did not pass from the head of the Office to the Board upon the subject? The case was mixed up so much, and the papers were sent backwards and forwards so often, in connection with the inclusion of Millane's selection in the Validating Bill, that the Board's action was delayed.

181. Do you know when Tully was informed that Millane's land was to be included in the Validating Bill? On the 22nd August, 1887, the Department informed Tully that they intended to validate Millane's selection. When Tully got that notice he protested vigorously, and, in his claim for compensation, he puts down the expense of twenty trips to Sydney.

182. Can you explain why it was proposed to validate Millane's selection when Millane had a title to the land and Tully had none? I think that action was taken consequent upon Mr. Copeland's decision. It was afterwards decided that there was no need to include it in the Bill.

183. *Chairman.*] But it was included in the Bill when it went before the Assembly? Yes, but when the matter came to be argued it was seen that there was no necessity for the validation.

184. *Mr. Millen.*] What is the total amount claimed by Tully in the document which he has submitted to the Department? £943 7s. 6d.

185. Are any dates given? Yes, he gives all the details.

Mr. Michael Tully recalled and further examined:—

Mr. M. Tully. 1 Oct., 1895.

186. *Mr. Ashton.*] Do you know when Mr. Copeland gave his decision in your favour? I have not the certificate with me now.

187. Was it the 10th November, 1886? Yes, I believe so.

188. Do you know what was the date of the first intimation you received from the Department that Mr. Copeland's decision was not going to be carried out? I never got an intimation to that effect from the Department.

189. *Mr. Millen.*] Did you receive a notification from the Department to the effect that they were going to include Millane's selection in a Validating Bill? Yes.

190. *Mr. Ashton.*] When was that? It was in 1888, I think.

191. *Mr. Millen.*] Are you sure that it was not August, 1887? I think the Validating Bill was brought in in 1888. Mr. M. Tully, 1 Oct., 1895.

192. In 1887 you presented a petition against the validation? I received notice from Mr. Garrett that Millane's selection was going to be validated, and I protested against it.

193. That was the first notice you got to the effect that your title to the land was not allowed? Yes.

194. As your petition is dated 17th November, 1887, it is more than probable that you received notice in August, 1887? It is quite probable.

195. *Chairman.*] The Bill was introduced on the 22nd September, 1887;—you must have been served with a notice before that? Yes.

196. *Mr. Ashton.*] What was the date of the first Supreme Court action;—was it the 12th March, 1890? I believe that it was about that time.

197. You appealed to the Full Court—was that on the 25th November, 1890? Yes, that is the date.

198. *Mr. Millen.*] You sent to the Department a claim for £900 odd;—have you the dates upon which the various expenses were incurred by you? I only sent in a claim for my law expenses. I made no claim for compensation for the loss of the land.

199. You put down so much for a stay of six weeks in Sydney;—is the amount which you put down the amount of your personal expenses? I had to come in 36 or 40 miles and leave my horse in Goulburn. Then there were my expenses in Sydney, and the loss of time.

200. *Mr. Ashton.*] You said that the selection made by your son barred the selection of the land by Millane, because your son's application had not been declared void? Yes.

201. Your son's second application was made about the time that Millane made his application? About the same time.

202. Then would not your son's second application be invalid for the same reason as you say Millane's application was invalid? The first application had been declared void before my son made the second application. No other application intervened but that of my son Owen, which was withdrawn and the money refunded.

203. Your son's first application was declared void, after Millane's application, but before your son's second application? Yes.

204. *Mr. Millen.*] Did not your son apply on the second occasion when Millane was in possession of the land? No; my son was in possession, and my stock was running over the land.

205. Millane's application was in the road of your son's second application? If you look at Mr. Garrett's decision you will find that he did not hold Millane's claim to be legal. If he had thought that it was legal, he would not have tried to validate it. The application was declared void, and when the land was legally open for selection, no one took it up but my son.

WEDNESDAY, 2 *OCTOBER*, 1895.

Present:—

Mr. O'SULLIVAN, | Mr. ROSE,

JAMES ASHTON, ESQ., IN THE CHAIR.

Francis Ware Griffin, Esq., recalled and further examined:—

206. *Chairman.*] You produce a certified copy of expenses made by Tully, senior, in connection with this case? It is not a certified copy, but I put it in as a true copy. [*Handed in. Vide Appendix* B.] F. W. Griffin, Esq., 2 Oct., 1895.

Martin Tully recalled and further examined:—

207. *Chairman.*] The effect of all the legal actions in which you have been involved has been to establish Millane's title to the land, and to set forth that you have been the victim of official bungling? Yes. Mr. M. Tully, 2 Oct., 1895.

208. You were asked yesterday for a memorandum of your expenses showing the dates upon which they were incurred? I am not prepared now to give a detailed account of my expenses, but I can prove that the expenses were all incurred in trying to have my son's claim to the land established.

209. Can you give the Committee any idea as to the period in which the expenses were incurred? The chief part of them came in after my son became 16 years of age.

210. *Mr. O'Sullivan.*] Was the greater portion of your expenses incurred after Mr. Copeland's decision was given? Yes; but some were incurred previously in showing that Millane's selection was contrary to the spirit of the Act.

211. *Chairman.*] How were the first expenses incurred? The Chief Commissioner, Mr. Moriarty, disputed my son's claim, and I had several journeys to Sydney to lay the case before the Minister. Then there was the lawsuit. I have had to borrow money in connection with the lawsuit.

212. All the lawsuits took place after Mr. Copeland's decision? Yes.

213. Then, by far the greater part of the expenses must have been incurred after that decision? Yes; the chief part of them.

214. How much would you say? Hawkins conducted my case before the Minister, and part of his expenses came in before the decision was given, though the chief part was incurred after it.

215. There were three Supreme Court actions altogether? Yes.

216. Can you give us any idea as to the amount of the expenses incurred between the date of Mr. Copeland's decision and the date of the proceedings before the Full Court? The amount of my expenses after that was not very much. After Mr. Copeland's decision I improved the land.

217. But I mean the law expenses? There were no law expenses between the time of Mr. Copeland's decision and the Supreme Court actions.

218. After Mr. Copeland's decision Millane proceeded against you to eject you from the land? Yes.

219. You incurred expenses in connection with that action? Yes.

220. He got a verdict, and you appealed to the Full Court;—how much did the first Supreme Court action and the appeal to the Full Court cost you, roughly? I am not able to give you that.

Mr. M. Tully. 2 Oct., 1895.

221. There is an item in your account, "Messrs. Carruthers, Hawkins, and Betts, £379;"—was that for work done in connection with the Supreme Court action chiefly? Yes.
222. Was Betts connected with the Goulburn case? Betts had a claim, and he took Hawkins as his agent.
223. Betts' expenses were incurred in connection with the third action? Some of his expenses were incurred in connection with the third action. Then he was acting in the case himself.
224. Did Carruthers, Hawkins, and Betts conduct the first action for you? Mr. Carruthers took no active part in the matter.
225. I mean his firm? Yes. Mr. Hawkins' firm conducted the first action, and Betts and Hawkins conducted the second action before the Full Court.
226. And Betts conducted the third action? Yes; with Mr. Wise as his counsel. I was compelled to mortgage my land, and as the banks were pressing me for payment, I endeavoured to force the Department to give me compensation so that the banks should not come down upon me.
227. There is another item here, "Six weeks in Sydney since trial awaiting decision, £42";—what trial do you refer to? The case was on in connection with the Validating Bill, but for want of a quorum it was delayed from day to day.
228. Then those were the expenses incurred while awaiting the decision of the Committee in regard to placing the case in the Validating Bill? Yes.

WEDNESDAY, 9 OCTOBER, 1895.

Present:—

Mr. O'SULLIVAN, Mr. TRAVERS JONES,
Mr. ASHTON, Mr. ROSE,
Mr. CHANTER.

WILLIAM AFFLECK, Esq., in the Chair.

Mr. Martin Tully recalled and further examined:—

Mr. M. Tully. 9 Oct., 1895.

229. *Chairman.*] You have expressed a wish to be recalled; what is it that you want to tell us? With regard to the Regulations in Council, it was held that, after the Department had accepted a survey and notified the selector, the case was finally dealt with. On that ground I consider that my son's claim was virtually acknowledged by the Department. After the survey I was notified that the area would be increased by 12 acres, and then I looked upon the matter as finally dealt with by the Department.
230. What question do you say is wrong? The reply to Question 9 is confused. When the voucher was forwarded to me by Mr. Moriarty I accepted it and took the refund. What I meant to convey by saying that I could give to my son but not take from him was this: I considered that, although I took the money, I did not deprive my son of the right to apply for the area when he became of age. The Department say that all the trouble and inconvenience which has been occasioned is my fault. Well, I looked upon this land as rightfully mine, the survey having been acknowledged and the decision of two Ministers having been given in my favour. Then, too, Millane withdrew his deposit money, and kept it withdrawn for three years. That, in my opinion, removed all rights in his application. My contention is that, upon the strength of the Minister's decision in open Court, I effected improvements and stuck to the land. I now put in an account of the expenses which I have been put to in connection with this case. [*Vide Appendix* C1]. I would press upon the Committee to recommend the Minister to give me a preferential right to take up land in compensation for the loss of my land.
231. The account you have just handed in differs from that which you sent to the Department? It contains additional claims.
232. All the items set down in it show expenses which have been incurred by you? Yes; for instance, there is £80 which was spent in improving the land.
233. That was not included in the account sent to the Department? No. Then there is £10 2s. 6d. for deposit money.
234. What for? For 101½ acres.
235. Was not that money refunded to you? No.
236. What is the next item? £7 10s. for deposit paid on 75 acres. Then there is £1 17s. 6d. for a deposit paid upon a conditional lease, and £15 4s. 6d. for instalments on the 101½ acres. I have another account here showing the area of land which I have lost. I was compelled to mortgage the land to the bank, to meet the expenses of the lawsuits.
237. You had to mortgage 6,361½ acres for the purpose of raising funds to contest this case in the Courts? To contest the lawsuits and in improving the land. [*Vide Appendix* C2.]
238. *Mr. Rose.*] Was none of the land mortgaged previously? There was a trifle—about £1,200—on it.
239. How many acres did you mortgage previously—that is, out of the 6,000 acres to which you refer? About 1,000 or 1,200 acres—to enable me to take up other selections. I spent that money in improving selections which have gone back again into the mortgage. Then I was compelled to give in more land, and my son joined me, and finally I lost the area which I have just stated.
240. *Chairman.*] How much have you mortgaged since the lawsuit? About 4,500 acres.
241. How much did you raise on that? £5,000.
242. On the 4,500 acres? There were over 6,000 acres in all.
243. I do not want to know about anything that occurred previous to the lawsuit? After entering into the lawsuit I mortgaged about 4,500 acres.
244. *Mr. Ashton.*] But you are not claiming that you spent £5,000 in connection with this case? No; but I spent it upon the land which fell back under the mortgage; so that I lost all of it in the case. The banks came down and took the land from me. In the first place I did not put in a bill for the value of the land, or for the improvements upon it, nor did I ask for the refund of the money which I had paid away in instalments. With regard to my charge for interest, I would point out that I have been paying interest to the banks at the rate of 8 per cent.
245. These items claiming the repayments of the deposit money, do they refer to deposit money on land of which you ultimately did not get possession? I had possession of the land for a time, and then it went to Millane.
246. And you did not get the money back? No.

247.

Mr. M. Tully. 9 Oct., 1895.

247. *Mr. Rose.*] Did you have the use of the land? The right to it was disputed, and both the parties ran their sheep over it.
248. *Mr. O'Sullivan.*] Do I understand you to contend that, owing to the expense to which you were put by the Department in defending your claim to the land at issue, you were so crippled in funds that you were unable to keep up your payments on other lands belonging to yourself and to your son, a list of which you have made out, and now hold in your hands? That is it.
249. You were rendered so financially weak that the bank seized upon your property, and you have now lost it all? Yes.
250. *Mr. Ashton.*] How much did you get by mortgaging the property? About £5,000. There were also sheep, horses, and cattle that I raised money on, but the bank has taken them.
251. But you claim only £900 and interest? That was the amount of my first claim, but some additional items appear in the second claim, which I did not put in originally, because I thought at the time that I should get back the land.
252. Does the claim which you put in now represent all the expenses which you have incurred in connection with litigation? I incurred several expenses for which I have not put in a claim. I have been brought into Gunning several times—a distance of 20 miles—to attend the meetings of the Land Board, and into Goulburn—a distance of 36 or 40 miles—several times to see my solicitor; but I have not claimed the expenses which I incurred in connection with those journeys.
253. The amount of your claim is £1,396? Yes, in money; but I ask the Committee, if it is in their power to do so, to recommend the Minister to give me a preferential right to take up land.
254. What is the purpose of the figures you hold in your hand? To show the loss in land that I have sustained.
255. Is not that loss represented by the claim you have put in? No.
256. How was the loss of the land incurred? Because I was compelled to mortgage the land.
257. To raise money which was spent in connection with the items detailed in your claim? Yes; and in improving the land.
258. Improving the land which you subsequently lost? Yes; through Millane's case.
259. *Mr. Rose.*] Are we to understand that you received £5,000 from the bank? Yes.
260. At various times? Yes.
261. Did you get it all after the lawsuit commenced? No.
262. *Mr. Ashton.*] You would have borrowed from the bank whether you had had the lawsuit or not? I would have tried to improve the land.
263. You borrowed £5,000 and spent £900 of it contesting this case; if you had not been put to any expenditure in connection with this case you would only be £1,000 better off, and would still have had the £5,000 to pay back? I would have been a good deal better off, because I would have been able to meet my obligation to the bank, and I would not have lost my land. I lost the land when the market was depressed, and we could not get one-third of its value for it.
264. *Mr. Rose.*] Do you think the banks would get cost price for it now? Well, everything is down so low that there is scarcely any sale.
265. *Chairman.*] How much money did you raise upon your land from the beginning to the end of the trouble in connection with this case? I raised about £3,050 after the lawsuit; but the money I raised before had been spent in improving the land and in paying instalments to the Government.
266. How much money have you spent in improving the land that was selected but is not now in your possession—that is, the land which Millane has got? About £80.
267. *Mr. Ashton.*] Out of the 212 acres that were in dispute, how many does your son now hold? 110½.
268. Does Millane hold the rest? Millane holds 100 acres.
269. How much was spent in improving the 100 acres that Millane holds? About £80.
270. *Chairman.*] That expenditure appears in the item, "Value of improvements, consisting of fencing, piling, clearing until Minister's decision, £80"? Yes.
271. *Mr. Ashton.*] If you had not been put to the expense of £900 in connection with this case, you would have been able to meet your obligations to the bank, and you would not have lost your land? That is it, in part; but there is also loss of time and all that sort of thing.
272. In consequence of the trouble you have been in over this land you have not had time to work your property properly, and so it has passed into the hands of the mortgagee? Yes.
273. So much of your time has been taken up in connection with the case that it has ruined you? Yes; that is the true meaning of it.
274. You raised £5,000 from your land on mortgage? Yes.
275. And, owing to the trouble to which you were put in connection with this case, you were unable to manage your affairs satisfactorily, and consequently lost the land? Yes; I raised £5,000 on my own land and on my son's land.
276. *Mr. Chanter.*] Have the solicitor's costs in the claim of £943 been taxed? They have.
277. And the amount set down has been paid to them after taxation? Yes.

SELECTIONS MADE BY MARTIN TULLY.

APPENDIX.

A.

[*To the Evidence of F. W. Griffin, Esq.*, 26 *September*, 1895.]

MARTIN M. TULLY.

C.P. No.	Date.	Area.	Land applied for.	Remarks.
		acres.		
75-194	17 June.....	60	Portion 215.	
75-195	17 „	48	216.	
80- 91*	17 „	200	295* of 212 acres.....	Declared void, 10/7/83. Portion afterwards subdivided.
85- 33*	13 August...	212	295,* 348,* part of 350*...	Confirmed for portion 295, of 110¾ acres only.
86- 88*	18 Nov.....	75	*.....	Disallowed, 14/10/87, being for land held by Millane's A.C.P. 83-107.
87- 76	1 Sept.....	40	296.....	Confirmed, 8/2/88.
			THOMAS MILLANE.	
80- 19	5 Feb.	100	Portion 276.	
80-124	8 July	40	„ 289.	
80-189	11 Nov.....	40	„ 294.	
82- 21	16 Feb.....	60	„ 333.	
83- 9*	8 „	80	„ 348*.....	Declared void, 9/2/86; voidance revoked, 6/6/89.
87- 69	4 August...	40	„ 402	Confirmed, 12/6/88.
			OWEN TULLY.	
83- 96*	2 August...	212	295,* afterwards subdivided	Void, 4/8/85, as applicant refused to accept available area of 110¾ acres.
			THOMAS MILLANE.	
83- 56	26 April ...	60	Portion 349.	
83-107*	30 August...	40	„ 350.*	
84- 48	10 July	50	„ 369.	
87- 87	20 Oct.	65½	„ 370	Confirmed, 11/12/88.
88- 46	31 May	52	„ 81	„ 11/9/88.

NOTE.—C.P.'s and portions marked thus * are the ones which were in conflict. See also tracing Y

B.

[*To the Evidence of Mr. F. W. Griffin*, 9 *October*, 1895.]

EXTRACT from C.S. 91-4,874 Cor.

CERTIFIED COPY OF EXPENSES INCURRED BY MARTIN TULLY.

The Hon. the Minister for Lands,—

Sir,

Wheeo, 1 October, 1891.

I beg to submit the following statement * * * * and account of expenditure * * * * asking for compensation:—

Annexure A.—Account of Mr. Tully's expenses, including some amounts paid for legal expenses.
Annexure B.—Detailed items of personal expenses referred to in Annexure A.
Annexure C.—Letter from Messrs. Carruthers and Hawkins.
Annexure D.—Bill of Costs payable to Mr. Betts.

Your obedient servant,
MARTIN TULLY.

"A."

Account of Expenses re C.P. 80-91, Gunning, M. M. Tully.

	£	s.	d.
Messrs. Carruthers and Hawkins	25	0	0
„ Carruthers, Hawkins, and Betts	379	12	6
„ Slattery and Heydon	10	10	0
„ Farnell and Martin	30	0	0
Trips to Sydney from my home between 1883 to 1887—twenty at £11 2s.	222	0	0
Trips between December, 1887 and January, 1891—twenty.....	222	0	0
Six weeks in Sydney since trial awaiting decision	42	0	0
	931	2	6
Witnesses' expenses attending Court in Goulburn	12	5	0
	£943	7	6

"B."

"B."

Trainage		1 10 0	
Expenses at 10s. a day		4 10 0	
Loss of time, 10s. a day		4 10 0	
Horse, 12s. per trip		0 12 0	
Amount per each trip		£11 2 0	
Last trip since decision of case in Goulburn, six weeks, at £7		42 0 0	
Witnesses—			
2 at 50 miles	£4 0 0		
2 at 36 „	6 12 0		
1 at 23 „	2 13 0		
		12 5 0	
40 trips at £11 2s. per trip		444 0 0	

These are the items out of which I make my expenditure.

MARTIN TULLY.

"C."

Re Government selections.

Bank Chambers, 122, Pitt and Rowe Streets, Sydney, 9 September, 1891.

Dear Sir,

We have looked into your matters and find that the costs paid to us irrespective of those due through Mr. Betts amounted to £25 or thereabouts.

We also find that you were brought to Sydney at least twenty times in defending your title against Millane (Thos.) between December, 1887, and January, 1891, and on many occasions you were kept in town a week at a time.

Yours truly,

CARRUTHERS AND HAWKINS.

Mr. Martin Tully, Killenainello, near Wheeo.

"D."

Martin Tully, Esq., Dr. to A. M. Betts, Solicitor, Goulburn.

		£	s.	d.
1889.				
7 Nov.	You *v.s.* Millane (Ejectment).			
	Attending you, conferring as to action brought by Millane, and advising and taking instructions to defend	0	9	2
	Letter to agent hereon	0	5	2
	Drawing and engrossing appearance	0	7	6
	Attending, searching, and paid	0	7	8
	Attending, filing appearance	0	6	8
	Paid	0	3	6
	Several long attendances upon you, going fully into matter when you requested me to consent to Messrs. Carruthers and Hawkins acting as my agent, and that you would instruct them personally in Sydney	1	1	0
	Notice of appearance, copy, and service on plaintiff's attorney	0	7	6
	Copy, appearance for country	0	2	6
	Letter to agent hereon	0	5	2
14 „	Attending, receiving notice of trial	0	3	4
25 „	On receipt of letter from agents, letter to them in reply	0	5	2
	Attending you when you handed me a number of documents bearing on the matter, and perusing and considering same	0	10	6
2 Dec.	On receipt of letter from agent, letter in reply, with documents	0	5	6
14 „	Attending Ferguson and Broad when they asked for consent to case going over till next Sittings	0	6	8
14 „	Attending Ferguson and Broad, afterwards consenting and signing consent endorsed on order	0	6	8
14 „	Attending receiving copy order setting case over till next Sittings	0	3	4
14 „	Term fee	0	15	0
1890.				
6 Jan.	On receipt of letter from agent, perusing same, and letter in reply (long)	0	10	6
6 „	Long letter to you with agent's letter	0	7	6
15 „	Attending you at length hereon	0	10	6
15 „	Instructions for brief, including perusal and consideration of all documents connected with present matter, and also those connected with previous applications, and long attendance upon you	0	7	7
15 „	Drawing brief	4	5	0
15 „	Engrossing same—seventeen sheets	2	19	6
15 „	Term fee	0	15	0
10 Mar.	Drawing and engrossing subpœna *duces tecum* for Lands Office, official precipe for same, and issuing	0	12	6
10 „	Paid	0	3	6
10 „	Copy for service	0	1	0
10 „	Attending serving	0	6	8
6 „	Attending searching Cause List	0	6	8
10 „	Attending searching Cause List	0	6	8
11 „	Attending searching Cause List	0	6	8

		£	s.	d.
1890.				
6 Mar.	Attending receiving notice to produce, and perusing	0	6	8
6 „	Drawing and engrossing notice to produce	0	5	0
6 „	Copy to keep	0	2	0
6 „	Attending serving notice	0	2	6
6 „	Letter to agent hereon	0	2	6
6 „	Received telegram from agent, perusing and paid	0	6	0
6 „	Telegram in reply, and transmitting and paid	0	6	0
8 „	Attending Counsel with brief	0	6	8
8 „	Paid his fee	13	2	0
8 „	Attending Counsel in long conference	1	1	0
8 „	Paid his fee and clerk	2	4	6
11 „	Attending Court with Counsel, cause on list but not reached	1	1	0
12 „	Attending Court with Counsel on hearing verdict for plaintiff, by consent, leave for you to move to set aside verdict	5	5	0
13 „	Instructions for memo. to enter verdict for defendant	0	6	8
13 „	Drawing memo.	0	10	0
13 „	Attending Counsel therewith to settle	0	6	8
13 „	Paid his fee and clerk	2	4	6
13 „	Attending Judge's Chambers, bespeaking Judge's notes	0	6	8
13 „	Attending, receiving memo. settled by Counsel	0	6	8
19 „	Engrossing same in triplicate	0	10	0
19 „	Attending, filing three copies	0	6	8
19 „	Paid	0	5	0
19 „	Copy to serve	0	2	6
19 „	Service	0	6	8
20 „	Attending, receiving Judge's notes and paid	1	6	8
20 „	Perusing and considering same	1	1	0
20 „	Attending instructing printer to print twelve copies	0	6	8
20 „	Attending printer's revising proofs	0	13	4
28 „	Attending, printer's receiving twelve copies Judge's notes	0	6	8
28 „	Paid printers	4	4	0
28 „	Attending Court, filing four copies Judge's notes	0	6	8
28 „	Paid	0	1	0
28 „	Attending, serving Ferguson and Broad with four copies	0	6	8
28 „	Attending setting down motion to enter verdict for defendant	0	6	8
28 April	Attending to pay Court fees	0	6	8
28 „	Paid fees	0	7	6
4 May	Drawing brief to Counsel on motion for rule nisi, five sheets	1	5	0
4 „	Engrossing same	1	5	0
4 „	Attending Mr. Edmunds therewith	0	6	8
4 „	Paid his fee and clerk	2	4	6
4 „	Term fee	0	15	0
4 „	Attending full Court with Counsel on motion, rule nisi granted	2	2	0

1890.		£	s.	d.
4 May	Drawing rule nisi	0	7	6
6 „	Attending Mr. Edmunds with same to settle. (This was necessary as Bench gave him special instructions as to form)	0	6	8
6 „	Attending Mr. Edmunds for same, settled, but unable to obtain same, numerous attendances at his Chambers when ascertained that Mr. Edmunds ill, and eventually rule filed without Counsel settling it	0	13	4
16 „	Engrossing rule nisi	0	5	0
16 „	Attending filing	0	6	8
16 „	Paid	0	8	6
16 „	Copy to serve	0	5	0
16 „	Attending serving	0	6	8
18 „	Perusing letter from Prothonotary, that rule struck out of list being out of time	0	6	8
18 „	Attending Messrs. Ferguson and Broad, asking them to consent to restoration of rule to list, when they said they must write to their principal	0	6	8
18 „	Attending them when they refused consent	0	6	8
18 „	Long letter to Ferguson and Broad explaining circumstances	0	5	0
18 „	On receipt of letter from them refusing consent, letter to Mr. Davidson thereon	0	7	6
5 June.	Received letter from Mr. Davidson refusing to consent, and perusing	0	2	6
5 „	Term fee	0	15	0
16 Aug.	Attending plaintiff's attorney, who asked for consent to take exhibits out of Court—same refused	0	6	8
16 „	Several attendances on Counsel, who was endeavouring to fix up the mistake which occurred through his illness, when it was arranged to apply on motion to the Court for restoration	0	10	6
16 „	Attending Supreme Court searching if plaintiff had signed judgment	0	6	8
16 „	Paid	0	1	0
16 „	Drawing notice of motion	0	7	6
16 „	Attending Counsel, who settled same gratuitously.			
16 „	Engrossing notice of motion	0	5	0
16 „	Drawing affidavit of Mr. Hawkins in support of motion	0	10	0
16 „	Engrossing same	0	5	0
21 „	Attending swearing same	0	6	8
21 „	Paid	0	1	0
21 „	Drawing affidavit of clerk in support of motion	0	7	6
21 „	Engrossing same	0	2	9
21 „	Attending swearing, and paid	0	7	8
21 „	Attending setting down motion and filing affidavit	0	6	8
21 „	Paid	0	6	6
21 „	Copy for service	0	2	6
21 „	Attending serving	0	6	8
21 „	Copy affidavit of Mr. Hawkins for service	0	5	0
21 „	Attending serving	0	6	8
21 „	Copy clerk's affidavit for service	0	2	6
21 „	Service	0	6	8
21 „	Attending receiving affidavit by plaintiff in opposition to motion—perusing same, which contained extracts from correspondence written without prejudice	0	6	8
21 „	Drawing further affidavit of W. E. Hawkins in reply to plaintiff's affidavit	0	5	0
21 „	Engrossing same	0	2	6
21 „	Attending swearing, and paid	0	7	8
21 „	Attending filing, and paid	0	7	8
21 „	Copy to serve	0	2	6
21 „	Service	0	3	4
21 „	Instructions for brief on motion to restore	0	10	6
21 „	Drawing brief, five sheets	1	5	0
21 „	Engrossing same	1	5	0
21 „	Attending Mr. Edmunds therewith (no fee charge.)			
29 „	Attending court on motion, rule ordered to be restored to list	1	1	0
29 „	Drawing order	0	5	0
29 „	Engrossing same	0	2	6
29 „	Attending Prothonotary who signed order	0	6	8
29 „	Copy to file	0	2	6
29 „	Attending filing and paid	0	12	8
29 „	Copy to serve	0	2	6
29 „	Service	0	3	4
29 „	Attending having rule restored to term list	0	6	8

1890.		£	s.	d.
29 Aug.	Instructions for brief for Counsel on motion to make rule absolute	0	10	6
29 „	Drawing brief	2	10	0
29 „	Engrossing same	1	5	0
29 „	Attending Counsel therewith	0	6	8
29 „	Paid his fee and clerk	5	10	0
29 „	Term fee	0	15	0
23 Nov.	Attending searching term list	0	6	8
24 „	Attending Court, rule on list not reached	1	1	0
25 „	Attending Court with Counsel, rule argued and dismissed with costs	2	2	0
25 „	Drawing order dismissing rule	0	7	6
25 „	Engrossing same	0	3	9
25 „	Attending Prothonotary, who signed same	0	6	8
25 „	Copy to serve	0	2	6
25 „	Attending serving plaintiff's attorney	0	6	8
25 „	Attending filing order and paid	0	12	8
25 „	Letter to agent hereon	0	5	2
25 „	Term fee	0	15	0
23 Dec.	Received plaintiff's bill of costs and affidavits of increase and perusing same	0	10	6
23 „	Attending taxation engaged one hour when taxation adjourned for Prothonotary to read through briefs	0	13	4
31 „	On receipt of letter from plaintiff's attorney that taxation would be continued on Friday next, attending taxation, same again adjourned at plaintiff's request	0	6	8
31 „	Letter to agent hereon	0	5	2
31 „	Attending, adjourned taxation when matter completed	0	13	4
1891.				
5 Jan.	Perusing letter from plaintiff's attorney for cheque and letter, and letter to you hereon; numerous attendances on you from time to time conferring and advising, and letters, and correspondence hereon	5	5	0
5 „	On receipt of cheque from you, attending Davidson and Johnson, handing them cheque and taking receipt	0	6	8
5 „	Paid them	92	1	11
	Millane *v* You (Mesne profits).			
20 „	Instructions and warrant to defend action for mesne profits	0	9	2
17 Feb.	Attending Mr. Davidson hereon	0	6	8
17 „	Attending you, afterwards conferring and advising	0	6	8
17 „	Attending you, afterwards conferring and advising	0	6	8
17 „	On receipt of letter from Davidson and Johnson, letter to you	0	5	2
17 „	Paid agent's charges for February	0	17	7
17 „	Letter to agent to enter appearance	0	5	2
4 Mar.	Received declaration and perusing and considering	0	6	8
6 „	Attendance advising when you instructed me to take Counsel's opinion	0	6	8
6 „	Term fee	0	15	0
11 „	Attendance upon Mr. Stephen in long consultation in two cases	1	11	6
11 „	Paid his fee and clerk	2	9	0
18 „	Long letter to you at your request, giving result of consultation and statement of Counsel's opinion	0	10	6
20 „	Long attendance advising	0	6	8
3 April	Drawing pleas and copy	1	10	0
3 „	Attending, filing, and paid	0	7	8
3 „	Copy to serve	0	5	0
3 „	Attending serving	0	3	4
3 „	Paid into Court	15	0	0
3 „	Drawing notice to produce }	0	15	0
3 „	Engrossing same }			
3 „	Copy to serve	0	2	6
3 „	Service	0	3	4
9 „	Attending Mr. J. S. Sands, conferring hereon as to evidence to be given by him	0	6	8
9 „	Attending Mr. Isaac Shepherd as to evidence for defence	0	6	8
9 „	Received notice of trial and perusing	0	5	0
20 „	Long attendance upon you as to evidence for defence	0	10	6
20 „	Præcipe and preparing and issuing subpœna, ad test, for Isaac Shepherd and others, paid	0	17	6
20 „	Copy for Mr. Shepherd	0	1	0
20 „	Service on him	0	5	0
20 „	Copy for John Smith	0	1	0
20 „	Further attendance upon you as to evidence from Lands Office	0	6	8

1891.		£	s.	d.
20 April	Preparing and issuing subpœna *duces tecum* for Under Secretary for Crown Lands, and paid	0	17	6
20 „	Letter to Under Secretary therewith and as to production of papers	0	5	2
20 „	On receipt of letter from Under Secretary hereon, perusing	0	3	4
20 „	Attending at local Lands Office to inspect documents when inspection refused	0	6	8
20 „	Telegram to Under Secretary and paid	0	6	0
20 „	On receipt of telegram in reply, attending at local Lands Office inspecting documents and taking notes	0	10	6
20 „	Long attendance on witnesses Moore and Smith taking notes of their evidence	0	10	6
20 „	Instructions for brief, including long examination of very voluminous papers and correspondence, and perusing evidence given at Land Board, Gunning, on several occasions and taking extracts therefrom	15	15	0
20 „	Drawing same	5	5	0
20 „	Engrossing same with proofs	8	8	0
20 „	Attending Mr. Wise with brief	0	6	8
20 „	Paid his fee and clerk, and retainer	33	11	0
20 „	Attending to appoint consultation	0	5	0
20 „	Paid Mr. Wise's fee and clerk	2	4	6

1891.		£	s.	d.
20 April	Attending consultation	0	13	4
20 „	Attending Court—case in list not on	0	13	4
21 „	The like	0	13	4
22 „	Attending Court—case heard and concluded, and judgment for plaintiff by consent	5	5	0
22 „	Term fee	0	15	0
27 „	Paid Crown Lands Agent's fee as witness	1	1	0
27 „	On receipt of letter from plaintiff's attorney asking for cheque, attending him with cheque for amount of judgment and taking receipt	0	6	8
27 „	Paid him	50	0	0
27 „	Attending to bespeak copy Judge's notes	0	6	8
27 „	Attending for same, and paid	0	16	8
27 „	Drawing these costs	1	10	0
27 „	Engrossing same	0	15	0
27 „	Copy to serve	0	15	0
27 „	Attending filing, and paid	0	7	8
27 „	Attending serving	0	6	8
27 „	Attending for appointment to tax, and paid	0	7	8
27 „	Notice thereof—copy and service—attending taxation	5	5	0
27 „	Paid	0	5	0
	Total charges	£379	12	6

C 1.

[*To the Evidence of Mr. Martin Tully*, 9 *October*, 1895.]

Additional account of interest on £943 7s. 6d., from 20th April, 1891, to 20th September, 1895, also deposit money and instalments paid Department.

	£	s.	d.
1. To interest on £943 7s. 6d., at 8 per cent., from 20th April, 1891, to April, 1895, 3 years	301	17	4
From 20th April, 1895, to 20th September, 1895	31	8	0
Total interest	£333	5	4
2. Value of improvements, consisting of fencing, piling, clearing, since Minister's decision	80	0	0
3. Deposit money on application, dated 13th August, 1885, for 212 acres, of which 40½ was allowed, 101½ deficient	10	2	6
4. Deposit money on 75 acres, after Minister's decision	7	10	0
5. Deposit on conditional lease of 225 acres	1	17	6
6. Instalments on 101½ acres, from August, 1888, to February, 1892	15	4	6
Total	£452	19	10
Bill enclosing solicitor's bill, already sent to Department	943	7	6
Total of all expenditure	£1,396	7	4

MARTIN TULLY.

C 2.

[*To the Evidence of Mr. Martin Tully*, 9 *October*, 1895.]

	a.	r.	p.	a.	r.	d.
Total Freehold,—						
Parish Winduella	1,212	1	0			
Parish Lampton	205	2	0			
				1,417	3	0
Total Conditional Purchases,—						
Parish Winduella	1,616	3	0			
Parish Lampton	935	0	0			
				2,551	3	0
Total Conditional Leases				847	0	0
Grand Total				4,816	2	0

Land in dispute, Millane v. Tully, now in Millane's possession.	a.	r.	p.	a.	r.	p.
Parish Winduella, conditional purchase	175	0	0			
M. M. Tully's selections, conditional leases	225	0	0			
Parish Lampton, conditional purchase	505	0	0			
„ conditional lease	640	0	0			
Total, conditional purchases				680	0	0
Total, conditional leases				865	0	0
Grand Total of M. M. Tully's land				1,545	0	0
				4,816	2	0
				1,545	0	0
All lands of Martin Tully and family				6,361	2	0

This is the freehold, conditional purchase, and conditional leases of Martin Tully and family that was mortgaged to pay for improvements and pay expenses incurred by the law proceedings, and which has been sold from them through expenses incurred.

MARTIN TULLY.

[One plan.]

209—D

Sydney: Charles Potter, Government Printer.—1896.

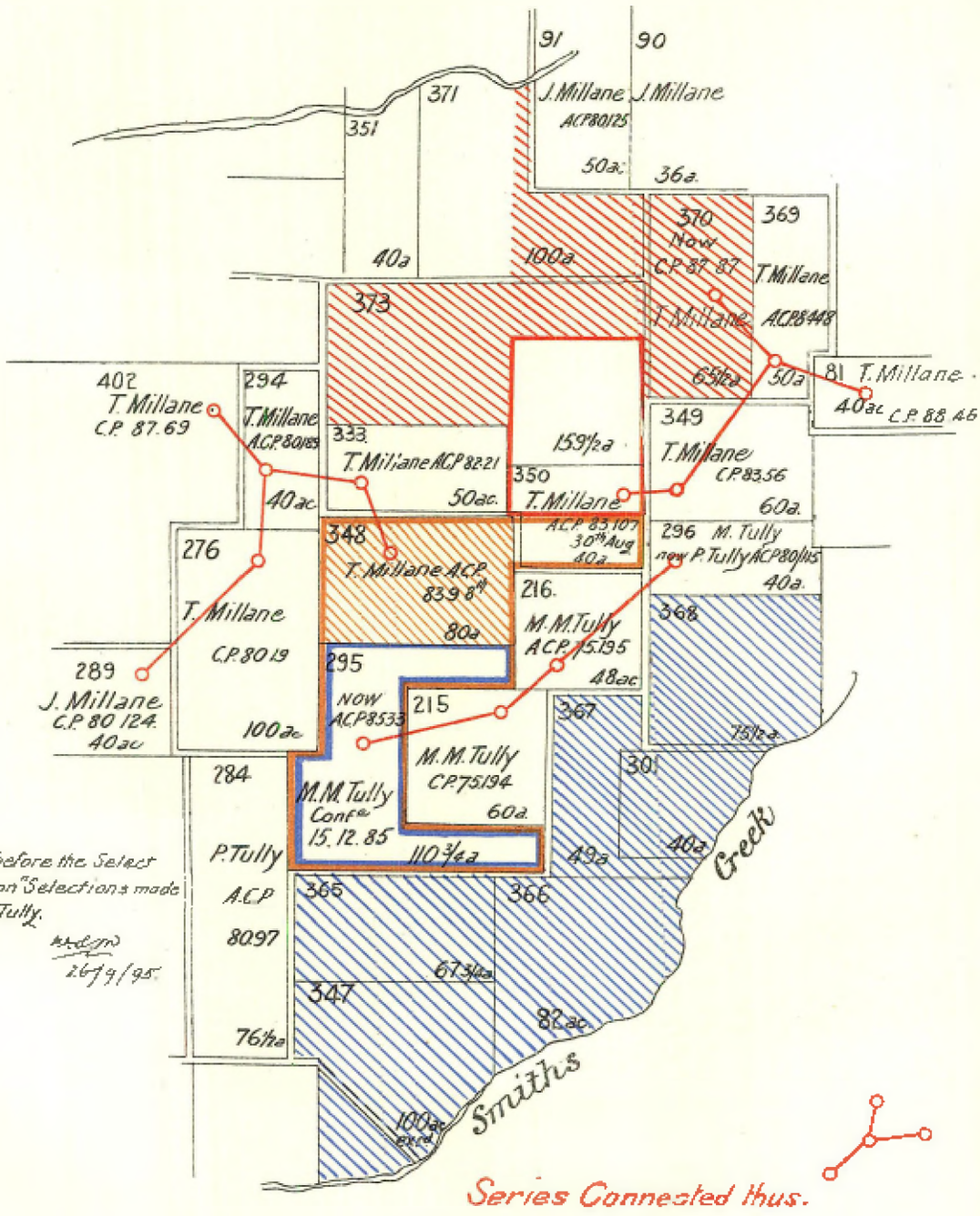
A

To Evidence of Mr F.W. Griffin

PLAN

illustrating Millane's and Tully's C.Ls
Parish of Winduella County of King

Brown band shows M.M. Tully's C.P. 80.91 of 17th June Voided July 1885
" hatching " T. Millane's C.P. 83.9 of 8th Feby in dispute
Blue band " M.M. Tully's A.C.P. 85.33 of 13th Augst as allowed, Brown band as applied
" hatching " M.M. Tully's C.L. 85.14 of 13th Augst
Red band " M.M. Tully's A.C.P. 86.88 of 18th Novr Disallowed 14th Octr 1887
" hatching " " C.L. 86.44 " " " "
Brown band " Owen Tullys C.P. 83.96 of 2nd Augst as applied for Blue band as allowed C.P. withdrawn on 25th Novr 84.



Handed in before the Select Committee on "Selections made by Martin Tully."
26/9/95

(Sig. 209)

1895.

LEGISLATIVE ASSEMBLY.

NEW SOUTH WALES.

FARMERS' AND SETTLERS' ASSOCIATIONS.

(PETITION FROM GUNNING FRANCIS PLUNKETT, PRESIDENT, AND JOHN LOUIS TRÉFLÉ, SECRETARY, IN FAVOUR OF CERTAIN RESOLUTIONS DEALING WITH THE LAND AND OTHER LAWS.)

Received by the Legislative Assembly, 17 *September*, 1895.

To the Honorable the Speaker and Members of the Legislative Assembly, in Parliament assembled.

The humble Petition of the undersigned, representing the Farmers' and Settlers' Associations of the Colony,—

RESPECTFULLY SHOWETH,—

That the following resolutions were agreed to by delegates assembled together at Cootamundra, representing the aforesaid Farmers' and Settlers' Associations :—

That this conference strongly recommends remission of interest on all conditional purchases, whether held now or selected in the future.

That this conference reaffirms the resolution carried at previous conferences *re* elective Land Boards, *i.e.*, "That the Chairman should be appointed by the State, and his two colleagues to be elected by the electors of the land district."

That this conference reaffirms the resolution carried at last Cootamundra conference, *i.e.*, "That in the opinion of this conference the system of special areas outside suburban lands be abolished, and within the suburban radii the area to be limited but prices not raised."

That the Minister for Lands be requested to cause all proposals for exchange of lands to be advertised in the local papers two months before the proposal be dealt with, and that any person desiring to object to any exchange be permitted to become a party to the proceedings when before the Land Board.

That this conference strongly urges on the Minister for Lands the necessity of granting a reappraisement of the capital value of conditionally purchased lands in rabbit-infested districts and inferior lands, also reappraisement of conditionally leased lands in the central division.

That it be urged on the Minister for Lands to abolish the ten per cent. now imposed on instalments of conditional purchases in arrears.

That this conference request that the Government bring about an amendment of the present Land Law so that payments for the future shall not exceed sixpence per acre per annum for conditionally purchased lands.

That in the opinion of this conference the rentals on conditional leases are often excessive and not in harmony with the present depressed times.

Considering the best land has been surveyed and sold for one pound (£1) per acre, this conference is of opinion that survey fees should be no longer continued.

That in the opinion of this conference the Department of Lands should be prepared to give fuller information and assistance to intending selectors—in fact, the department should pay more attention to the judicious advertising of suitable lands for settlement, and enable the selectors in every way to find suitable homes.

That in view of applications for reappraisement of special areas, requiring to be lodged before the first day of September next, and that many of the holders are at present in necessitous circumstances and unable to pay the deposit, the Minister for Lands be urged to permit such application to be accepted without deposit and allow the cost of appraisement to be paid within three months after the decision of the Land Board and before the award should take effect.

That in the opinion of this conference the system adopted of placing values upon special areas has been objectionable and unsatisfactory, and that all valuations should be made by the Local Land Board in open court after evidence had been given by the inspector of conditional purchases and any other evidence that may be tendered in open court.

That the arrears on special areas should become portions of the appraised capital values and not demanded in one sum after reappraisement, as they would press too heavily upon men who in most cases are not in a position to pay them.

That in the opinion of this conference, holders of special areas which were not confirmed before the first day of June, 1895, should be allowed to apply for a re-valuation.

That

That this conference considers it advisable that all reserves not required for those purposes for which they have been reserved, within the resumed areas of central division leases, be made available for settlement.

That in the opinion of this conference the proposal of the Government to remove the duties on farm produce is fraught with danger to the agricultural industry. The effect will be to discourage agricultural settlement and development of the natural resources of the Colony, placing the farmers of this Colony in unfair competition with those of other colonies, as well as discouraging the expenditure of capital and the employment of labour.

That the resolution affirming the policy of a land tax, passed at Young, be rescinded, as it is not advisable to impose a land tax at present.

That in the event of Parliament deciding to impose direct taxation, it should take the form of an income tax to apply to all classes without exemption.

That the motion carried at the last Cootamundra conference *re* a National Bank be reaffirmed, *i.e.*, "That the establishment of a National Bank would be of great benefit to the Colony."

That in the opinion of this conference the Minister for Mines and Agriculture should introduce legislation to provide for the simplification and consolidation of the various Acts relating to live stock, embracing the following suggestions:—Redistribution of sheep districts; classifying them into three or more divisions, if necessary, viz., mountainous, farming or settled districts, western or unsettled districts, each division to observe a uniform system for stock assessments and destruction of noxious animals; and provision to be made for the election of directors by ballot-papers being sent to the stock-owners to vote and return same through the post.

That stock-owners be required to make but one return of stock, and that to be made to the nearest Clerk of Petty Sessions, paying their assessment to the same office.

That this conference requests that the Government take some action to destroy rabbits on Crown lands.

That this conference has no objection to a system of Local Government being passed to relieve the general revenue of the expense of constructing and maintaining roads, providing that no other land tax be imposed.

That in the opinion of this conference the Government should assist the farmers in the disposal of produce outside the Colony.

That in the opinion of this conference lessees occupying reserves should contribute towards the cost of fencing erected on adjoining boundaries by selectors allowing the lessees tenant right to improvements.

That this conference urge upon the Minister for Lands the necessity of withdrawing stock routes from lease.

That in the opinion of this conference the present system of balloting for land ought to be abolished and that conflicting applicants be dealt with by the Local Land Board.

And your Petitioners therefore pray that you will be pleased to take the foregoing resolutions into your favourable consideration before dealing with the Land or other Laws of the Colony.

And your Petitioners, as in duty bound, will ever pray.

GUNNING F. PLUNKETT, President.

J. L. TRÉFLÉ, Secretary.

Sydney: Charles Potter, Government Printer.—1896.

[3*d*.]

1895.

NEW SOUTH WALES.

COAL-MINING REGULATION BILL.

REPORT

OF THE

ROYAL COMMISSION.

Presented to Parliament by Command.

SYDNEY: CHARLES POTTER, GOVERNMENT PRINTER, PHILLIP STREET.

1895.

[4r.] 92—A

ROYAL COMMISSION—COAL-MINING REGULATION BILL.

REPORT.

To His Excellency the Right Honorable HENRY ROBERT, VISCOUNT HAMPDEN, Governor and Commander-in-Chief of the Colony of New South Wales and its Dependencies.

MAY IT PLEASE YOUR EXCELLENCY,—

We, the Commissioners appointed by His Excellency Sir Frederick Matthew Darley, the Lieutenant-Governor, on the 15th day of August, 1895, "to make a diligent and full inquiry into the questions which arise upon the provisions of the Coal Mining Regulation Bill, which was introduced into the Legislative Assembly of our Colony of New South Wales on the 5th day of September, 1894; and into all questions which arise upon such amendments proposed in the said Bill as were not agreed to, in order that the Bill may be again submitted to the Parliament of our said Colony, containing such provisions as will, in our opinion, fully secure the objects of the measure without unnecessary interference with the working of the Collieries, or the rights of the proprietors thereof," have the honor to submit to Your Excellency the following report:— Commission.

Your Commissioners have held fifty-four sittings, and sixty-six witnesses have been examined. Sittings.

The evidence given before the Select Committee of the Legislative Council, appointed on the 26th November, 1889, to consider the Coal Mines Regulation Bill then before Parliament, also the evidence given before the Select Committees of the Legislative Council, appointed on the 26th day of April, and 5th day of October, 1893, and the evidence given before, and the final report of the Select Committee appointed by the Legislative Assembly on the 13th day of March, 1894, to inquire into and report upon the working of collieries, have been regarded as if given before your Commissioners, and where it has been thought desirable to seek further testimony from any of the witnesses who gave evidence before these Select Committees, that course has been adopted. Reports and evidence of Select Committees.

The Reports and Proceedings of the Royal Commission in England on Labour, and also the Report and Proceedings of the Royal Commission in England on Accidents in Mines, have been consulted by your Commissioners. Royal Commissions in England.

Your Commissioners have also had under their consideration a letter from Dr. Ogle, dated 28th February, 1885, and published in the supplement to the 45th Annual Report of the Registrar-General of Births, Deaths, and Marriages in England—the Act recently passed in England relating to check-weighers, 57–58 Vic., chapter 52; and a Bill introduced into the English House of Commons in the present year by Mr. Secretary Asquith and Mr. George Russell to amend the English Coal Mines Regulation Act of 1887. Dr. Ogle's letter. Check-weighers Act, 57 and 58 Vic., ch. 52. Mr. Secretary Asquith's Bill, 1895.

Coal-mining has been carried on in New South Wales since the very early days of the Colony, but it is only within recent years that considerable depths have been reached in the pits, or that the work has been anything but of the simplest character. For many years the Newcastle district comprised all the collieries the Colony possessed, the seams were near the surface, and the appliances used were crude and primitive. As the trade grew in volume, enterprise found a larger field of action; methods of working improved, new machinery for winding and ventilation was introduced, with the result that at the present time many of the collieries would not unfavourably compare either as to output or equipment with those of Great Britain. In the year 1894 the total output of coal amounted to 3,672,076 tons, and required the labour of 9,126 men. Coal-mining in New South Wales. Output, 1894.

In

Legislation in New South Wales.

In November, 1854, an Act (18 Vic. No. 32) was passed for the registration and inspection of Coal Mines in the Colony. This Act was repealed, in 1862, by the Act 26th Vic. No. 17, "An Act for the better regulation of Coal-fields and Collieries," and in May, 1876, the existing Act (39 Vic. No. 31) was passed with the mutual consent of employers and employed. Up to the year 1876, and for some years afterwards, fire-damp was almost unknown here. This prolific cause of disaster in the coal mines of other countries has since appeared in some of our collieries, and in a few of them it has become necessary to make constant provision against this danger.

Fire-damp.

Accidents—Great Britain and New South Wales.

From the year 1875 to the year 1885 (both inclusive), the death rate from accidents in New South Wales coal mines was 1·742 per thousand persons employed. In the same eleven years the death-rate in Great Britain was 2·224 or eliminating accidents from explosions of fire damp 1·699 per thousand persons employed. In the four following years the New South Wales collieries compare very unfavourably in their death rate with those of Great Britain. The Lithgow accident in 1886, the terrible Bulli catastrophe in 1887, and the Hamilton Pit crush in 1889, caused so heavy a list of casualties as to affect for years to come an average comparison between New South Wales and Great Britain. Still, without making allowance for these exceptional calamities, and again eliminating the loss of life in Great Britain from explosions of fire-damp, the comparison for the years 1875–1893 (both inclusive), stands as follows:—

Exceptional calamities.

Great Britain ...	...	1·595 per thousand persons employed.
New South Wales	...	2·496 " "

We venture the opinion that considering all the circumstances, these figures, putting the case in its worst aspect, are not discreditable to the Colony.

Bill of 1889.

The unusually heavy casualties of the years 1886, 1887, and 1889 were held to furnish reasons for advocating fresh legislation, and in the year 1889 a Bill for the Regulation of Coal Mines was introduced into Parliament, but its provisions being thought unduly exacting it met with successful opposition. In 1891 another Bill for the same purpose was introduced, and this also failed to become law. Both of these Bills were discussed at length, and were the subject of inquiry, before Select Committees of each of the two Houses of Parliament. These were the circumstances existing when the present Government came into office in 1894. In that year the Government brought in the Bill which has been the subject of our inquiry.

Bill of 1891.

Bill of 1894.

Object of an Act of Parliament.

The object and intention of an Act of Parliament regulating an industry are to ensure as far as possible the safety and well-being of the persons engaged therein, at the same time avoiding unnecessary interference with its management.

The industry not unhealthy

In coal-mining operations no better guide for legislation can be found than the practice and experience of Great Britain. Like many other industries coal-mining has been greatly influenced by the advancing knowledge of the age, and its conditions have been bettered within the recollection of the present generation by improvements in mechanical appliances. Nevertheless, coal-mining is still believed by many to be one of the most unhealthy of occupations, and as this opinion is not supported by English experience, no apology will be required for the quotation of Dr. Ogles conclusions, which are based on the statistics of the years 1880, 1881, and 1882.

Dr. Ogles letter to Registrar-General, England.

Dr. Ogles letter to the Registrar-General of Births, Deaths, and Marriages, in England, dated 28th February, 1885, *published in a supplement to the 45th Annual Report of the Registrar-General, London, Eyre and Spottiswoode,* 1885. (*C.* 4564).

COMPARATIVE MORTALITY FIGURES—YEARS 1880, 1881, 1882—ALL MALES, 25 to 65 YEARS OF AGE—PER THOUSAND.

Statistics. Page xxv.

There was, in 1880, 1881, and 1882, an annual mortality in England and Wales of 1,000 deaths per 64,641 males between 25 and 65 years of age, and of such 64,641 males, 41,920 were under, and 22,721 were over 45 years of age.

The figures in column 5 of table J. (*see Appendix* J) are the numbers of deaths that would have occurred in the several occupations out of 64,641 males, of whom 41,920 were under, and 22,721 were over, 45 years of age. For instance, 41,920 barristers and solicitors in the earlier age period, and 22,721 in the later period, would, with death-rates respectively of 7·54 and 23·13 per thousand, give 842 deaths. This figure is therefore set in the 5th column, against the heading "Barristers and Solicitors," and represents the mean mortality of males in that profession between 25 years and 65 years of age, as compared with the mortality of all males of similar ages in England and Wales, this latter being taken as 1,000.

Clergy,

Clergy, priest, minister	556	Coal-heaver	968
Gardener, nurseryman	599	Mason, bricklayer	969
Farmer, grazier	631	Blacksmith	973
Labourer, agricultural	701	Fishmonger, poulterer	974
Paper manufacture	717	Saddler, harness-maker	987
Hosiery manufacture	717	Copper-worker	992
Schoolmaster, teacher	719	Boilermaker	994
Wheelwright	723	Commercial clerk	996
Lace manufacture	755	Tobacconist	1,000
Coal merchant	758	Cheesemonger	1,009
Grocer	771	Dyer, bleacher	1,012
Shipbuilder	775	Chemist, druggist	1,015
Fisherman	797	Railway labourer	1,025
Carpenter	820	Greengrocer, fruiterer	1,025
Bookseller	825	Gunsmith	1,031
Maltster	830	Wool manufacture	1,032
Rope and twine maker	839	Tailor	1,051
Barrister, solicitor	842	Hatter	1,064
Silk manufacture	845	Printer	1,071
Sawyer	852	Cotton manufacture	1,088
Engine-fitter	863	Wood-turner	1,091
Iron and steel worker	869	Physician, surgeon	1,122
Shopkeepers, general	877	Stone and slate quarryman	1,122
Drapers	883	Law clerk	1,151
Tin workers	885	Bookbinder	1,167
Groom, domestic, coachman	887	Butcher	1,170
Coal-miners	891	Glass manufacturer	1,190
Ironmongers	895	Plumber, painter	1,202
Plasterers	896	Cutler, scissors maker	1,273
Watch and clockmakers	903	Carter, carrier	1,275
Currier	906	Bargeman	1,305
Tanner, fellmonger	911	Musician, music master	1,314
Tallow chandler	920	Hairdresser	1,327
Artist, engraver	921	Brewer	1,361
Shoemaker	921	Cab, omnibus service	1,482
Jeweller	932	Chimney-sweep	1,519
Tallow and soap manufacture	933	Innkeeper, publican	1,521
Slater and tiler	942	Messenger, porter	1,565
Coachbuilder	944	Filemaker	1,667
Carpet manufacture	945	Earthenware manufacture	1,742
Commercial traveller	948	Miners (Cornwall)	1,839
Corn miller	957	Costermonger, hawker	1,879
Baker, confectioner	958	General labourer	2,020
Upholsterer	963	Inn servant	2,205
Locksmith, bellhanger	967		

Coal-miners, 891.

[*Note.—It should be stated that Dr. Ogle arranges the foregoing figures differently. The arrangement here given follows the order of healthfulness.*]

In Great Britain during the twenty-two years up to, and including the year 1872, the annual loss of life from accident in the coal-mining industry was one (1) in every 283 persons employed. An Act of Parliament for its regulation was passed in 1872, and in the fifteen years, 1873 to 1887, the annual ratio of deaths from accident fell to one (1) in 496 of the persons employed.

Ratio deaths from accidents. Great Britain, 1850 to 1897.

Dr. Ogle's figures quoted show that the coal-miner's occupation was above the average degree of healthfulness in the years 1880, 1881, and 1882. Statistics show that improvement in the conditions of the calling continued down to the year 1887.

Coal-miners occupation healthy.

In the year 1887 the present English Coal Mines Regulation Act became law, and its beneficent effect is to be seen in the fact, that in spite of the greater depth of coal workings, with the added perils which inevitably meet the miner the further he goes down from the surface, the annual loss of life from accident fell in the six (6) years, 1888 to 1893, to 1 in every 604 persons employed.

Loss of life, 1888 to 1893.

Some of this improvement may fairly be attributed to the Act of 1887. Indeed, there is strong testimony to its success in the Report of the Royal Commission on Labour, which entered very fully into the state of the coal-mining industry, amongst others, and reported in 1894, that "On the whole the Coal Mines Regulation Act of 1887 must be pronounced a great success. Thus, Mr. Jacques, a Northumberland miner of advanced views said, 'The legislation we have already has been of immense benefit to us,' and, Mr. Keir Hardie, the Secretary of the Ayrshire Miners' Union, said, 'With a few trifling exceptions, the provisions of the Act are quite satisfactory.'"

The English Act of 1887 a success.

Fifth and Final Report, Appendix VI, Part II, p. 563.

We

Not inapplicable to New South Wales.

We are not aware of anything in the circumstances of coal-mining in New South Wales which should render the provisions of the English Act inapplicable in this Colony. So far as we can judge from the figures available in official statistics, and in life assurance companies records, the occupation is no more unhealthy here than Dr. Ogle found it to be in Great Britain.

Suggested improvements by witnesses.

We do not lose sight of the fact that some of the witnesses we have examined are of opinion that the English Act is susceptible of improvement, but their suggested improvements are not (with the one exception of the eight hours clause) amongst the recommendations made to the English Royal Commission on Labour, and as the miners appear to have had every opportunity afforded them for expressing their views to that Commission, their silence may be regarded as showing that the present English Act, so far, at all events, as the management and supervision of collieries are concerned, is not considered by them to be unsatisfactory.

General policy of English Act.

The general policy of the English Act is to put the whole responsibility for the miners' safety upon the manager, and while doing so to leave him free to follow his own judgment as to the methods he shall employ in carrying out his duties. But to ensure that all reasonable provisions for the miners' health and all reasonable precautions against accident are observed and carried out, the English Act gives large powers to the Inspector, and constitutes him an impartial authority to which the miner can readily, and at all times, appeal for protection against incompetent managers or illiberal owners.

May be followed with advantage.

In our opinion this policy is well devised for giving free scope to the individual manager's skill, without interfering with, or endangering the capital invested in the business. It provides for every care for the miner's well being, and without assuming that the English Act is perfect, we can come to no other conclusion than that substantially it may be followed with advantage in legislating for New South Wales.

Administration of the Act.

Status of Inspectors.

Passing for a moment beyond the strict scope of our Commission, we venture to express the opinion that in this Colony it would be well to follow the English practice as well as English legislation. Considering their responsibilities, we think that Inspectors should be more highly remunerated than as we are informed they are at present, and if each in his own district were made directly chargeable with the proper administration of the law, we think their action as a body would be more prompt and efficient than it has occasionally been. The less circumlocution in the process, and the less division of authority, the better in our opinion will be the administration, and we regard good administration as being of as much importance as good laws.

The Bill.

But to return to the consideration of the matters more directly entrusted to us, we pass on to the consideration of the Bill which we find to be divided as follows :—

Part I.—1. Certificated Managers, Under Managers, and Engine-drivers.
2. Inspection, Arbitration, Coroners.
3. Returns, Plans, Notices, and Abandonment.
4. Employment of male persons.
5. Wages, single shafts.
6. Division of mine into parts.

Part II.—7. Rules, Special Rules.
Publication of Abstract of Act, and of Special Rules.

Part III.—Supplemental.
Legal proceedings, and Miscellaneous.
Transitory provisions, and Repeal.

Part I, subdivision 1—managers.

Following this arrangement we have first to deal with subdivision 1, of Part I, which provides that every mine shall be under the management of persons who have proved their competency.

(*a*) By services prior to the commencement of the Act.
(*b*) On examination by Examiners.

Subsection III (*c*).

We have unanimously differed from the Legislative Council in respect to the management of mines, where not more than twenty (20) persons are employed, and instead of making it optional with the Inspector that such a mine shall be under the control of a manager, we consider it necessary that every one of these mines should

should be under responsible management, and with that view recommend that the manager shall hold a permit from the Inspector to be renewed every twelve (12) months if the Inspector sees fit. We think while such an enactment would impose no hardship on the owner (who would probably also be the manager) it would give the Inspector the opportunity by withholding the renewal of the permit, to ensure that reasonable care is at all times exercised in the conduct of the work.

Sections 3 and 4.

Our other conclusions (excluding what we may term verbal amendments) in regard to this subdivision of the Bill, are those of a majority of our number. Our colleague, Mr. Curley, could not support us in regard to the constitution of the Board for the appointment of examiners, nor in eliminating the provisions for requiring that engine-men shall hold certificates of competency, but in both these matters your Commissioners feel compelled to adopt the English Act rather than attempt experiments which are not warranted by the evidence, or by any reason which appears valid.

Constitution of Board of Examiners, sec. 5. Qualification of engine-men, (sec. 8.)

Directions as to mode of conducting works to be entered in a book, (sec. 17.)

So, too, in regard to the provision that a consulting engineer, or managing director, shall enter in a book any directions he may think it right to give as to the mode of conducting the works of a mine, we are unfortunately without Mr. Curley's concurrence in our condemnation of the section. Any such directions as are referred to can only be intended for the guidance of the manager. It is, in our judgment, of the first importance, that every mine shall be controlled by a manager, who has the whole responsibility for carrying out the work, not only in compliance with the Coal Mines Regulation Act, but with the due care for the safety and well-being of the persons employed, resulting from his judgment, skill, and experience. It would, we venture to think, be a great mistake to allow a manager to shelter himself behind the instructions of any other person, even if it were the individual owner of the property. In the conduct of a mine there should be no higher authority than the manager, and, whatever his instructions or his object, he should not be permitted to share with others the responsibilities of his position.

Inspection. Powers of Inspectors. (Subdivision 2.)

The important question before us in this subdivision of the Bill is in respect to the powers of Inspectors, and here again we are without the advantage of Mr. Curley's concurrence in our conclusion that the Legislative Council was on firm ground in preferring the provisions of the English Act. We have already made it clear that in our opinion the manager should have the full responsibility for everything that is done in the conduct of a mine, and we are as strong in the view that, in order to ensure that nothing is left undone which is necessary for carrying the Coal Mines Regulation Act into effect, inspection by a duly appointed Government official is indispensable. Such an officer should have full powers (subject only to the determination of disputed questions by a Court of Arbitration) to require compliance with the Act, and should be looked upon as the guardian of the persons employed. Your Commissioners are of opinion that the benefits of the Act in prevention of accident, and in maintaining sanitary conditions for working, largely depend upon the watchfulness of the Inspector, and it follows that the greatest care should be exercised, in making such appointments, to secure the services of thoroughly good men. Our conception of the social standing, the scientific and practical training, which should be brought to bear upon the duties and responsibilities of this official, is well illustrated by the evidence of Mr. Parton, a most competent witness, and his description of the manner in which the Inspectors in Great Britain discharge their office, and the respect in which they are held by both managers and men, cannot but leave the impression that the English practice may be accepted as a most desirable ideal.

Mr. T. Parton, 9978–9889.

Withdrawal of men in case of danger, (sec. 21, subsec. (v).)

It has been proposed in the Legislative Assembly to give power to the Inspector to order the men to be withdrawn in case of danger.

It appears to your Commissioners that such power would be an unwise one to confer. The Manager must of necessity know his mine better than the Inspector can. If an Inspector had the power referred to, and a danger existed known to the manager, but unnoticed or not sufficiently realised by the Inspector on his visit, the manager would be able, in the event of an accident taking place, to avoid his responsibility, at all events to a large extent, by showing that no suggestion of danger was made by the Inspector. Also, it is a conceivable case, that a manager in doubt as to whether or not the men should be withdrawn, might have his doubt lessened, possibly with fatal result, by the omission on the part of an Inspector, to direct withdrawal. Your Commissioners, therefore, think that the entire responsibility for the safety of the men should be left with the manager. There

Arbitration (section 25).

There is but little to be said in reference to this part of the Bill. Such a tribunal for the settlement of disputed matters is a necessary provision, but one which is not likely to be often called into request. We recommend an alteration in the Bill, which will, we hope, tend to prevent suspicion of partiality and promote efficiency.

Coroners.

No remark is necessary on this point.

Subdivision 3. Returns, plan, notices and abandonment (sec. 28, sub-sec. 1).

The first disputed question occurs in section 28, and although apparently a trifling matter, it is not without some hesitation that we follow the English Act in the provision for keeping up the charting of the pit plan to a date not more than three months previously. In thick seams the progress made in three months is often so small as to render it difficult to show it upon a plan drawn to a scale of 2 chains to an inch, and we are not at all sure that the amending of the existing Act will be an improvement.

Tracing of surface plan. (Sec. 28, sub-sec. 1).

We are unanimous in recommending that a tracing of a surface plan shall be provided in the office at every mine, so that the Inspector as well as the manager shall have full knowledge of the whereabouts of the underground workings. We cannot, however, agree with Mr. Curley's suggestion that boreholes should be shown on the pit plan.

Undermining of surface property. (Sec. 28, sub-sec. 5).

The evidence shows that trouble has arisen in the Newcastle district through the undermining of houses and streets. We do not presume to recommend any interference with the existing property law, but we see no objection to information being afforded, at the discretion of the Minister, as to actual undermining of surface property, and we have amended subsection (v) with that object.

Notice of accidents in mines. (Sec. 29, sub-sec. 1.)

We are without Mr. Curley's concurrence in approving of the insertion by the Legislative Council of the word "serious," in the provision requiring that notice shall be given to the Inspector of personal injury arising from any accident except explosions. The word "serious" is in the English Act, and it appears to the Commission, Mr. Curley dissenting, to be very properly so.

Employment of male persons. (Sub-division 4, sec. 36.)

On the question of legalisation of an eight hours day in coal mines, your Commissioners are at hopeless variance, Mr. Curley being in favour of it, and the President and Mr. Gregson strongly opposed to it.

Fifth and Final Report, pp. 59–73.

pp. 104 & 105.

The question was very exhaustively considered by the Royal Commission on Labour in England, who reported in 1894 (*see Appendix* F), and inasmuch as their conclusion was adverse to a universal eight hours day, as being outside the range of practical politics and as they could not see their way to recommend exceptional legislation to apply the eight hours day principle to special trades, a majority of your Excellency's Commissioners consider that for them the matter is disposed of. The arguments for and against the proposal, especially with regard to the coal-mining industry, are so fully stated, and so impartially treated in that most able report, that we content ourselves with simply drawing Your Excellency's attention to them, as being in substance precisely what have been put forward in the course of this inquiry, and exemplifying the extreme difficulties which would have to be met by any who should take such legislation in hand.

Employment of boys and females. (Sec. 34.)

Your Commissioners approve of this section in the form in which the Legislative Council left it. The limit of age for boys in the English Act is 13 years. In the Bill the limit is 14 years, to allow of the boys obtaining the full benefits of the Public Instruction Act. Mr. Curley dissents in regard to the length of the working day, which he would have eight hours instead of ten hours as provided in the Bill. On this point the Legislative Council's reasons, as stated in their message to the Legislative Assembly of 13th June, 1895, appear to us to be cogent and conclusive.

Wages. Payment of persons employed in mines by weight. (Sec. 38.)

The Legislative Council thought it desirable to depart from the provisions of the English Act, as well as of the existing Coal Mines Regulation Act of New South Wales, in order to bring the wording of the first subsection into consonance with the generally prevailing custom. The general practice in New South Wales is, as the Legislative Council state, that the miner is required, and contracts "to fill clean round coal only," and the rate of wages paid to him for hewing is regulated accordingly. This practice, however, is not universal, for at one colliery at least the arrangement is that the miners shall fill round and small coal together, and it is probable that this method will be more extensively adopted in future. The Legislative Council's clause does not, therefore, cover the whole ground, and it appears to your Commissioners better to fall back upon the wording of the present Coal Mines Regulation Act (which is identical with the English Act), rather than attempt to amend

amend the Legislative Council's clause. Although the law as it stands, entitles the miners to be paid for the small coal sent out with the round, it is well understood that he is now paid for round coal only, and that if he claimed payment for the small coal his hewing rate would have to be revised.

In England we are aware that in a few collieries the miner is paid for all the coal he sends up, whether round or small, but it is necessarily on such terms as to bring the hewing rate equivalent to what is paid when round coal only is the subject of contract. In either case the words "mineral contracted to be gotten" appear to us to be sufficiently explicit, and it is only a matter of arrangement whether their strict legal recognition is, or is not, to be adhered to, and the hewing rate adjusted accordingly.

Standard bar. (Subsec. (III).

We unanimously agree to the omission of the last paragraph as inserted by the Legislative Council. We are not aware of any method of payment "known as the standard-bar system." The Legislative Council referred, no doubt, to the method by which the height of the coal in the tubs is limited in order to keep the weight of the load within the strength of the hauling gear. This, however, has nothing to do with the method of ascertaining the weight of the miner's coal on which he has to be paid. The bar under which the loaded tub has to pass is in reality part of the framework of the cage or of the "tumbling tommy" or "kick-up," alternative names for the apparatus into which every tub must pass for the purpose of emptying its contents—in any case it is a permanent fixture, and the miner regulates the filling of his tubs so as to allow of the load passing under the bar.

Appointment on part of men, and removal of check-weigher (Section 40).

In this section we unanimously agree to adopt subsection 1 of the English Act in preference to the clause proposed by the Legislative Council. This determination involves the concession of a right to the persons employed in a mine to select their check-weighman without limiting the field of selection to the employees of the colliery.

This is an alteration of the present Coal Mines Regulation Act which is deprecated by the Legislative Council, but as the concession is sought on the part of the miners, and has been granted in Great Britain, we do not feel at liberty to reject it.

Continuous weighing during working hours.

We propose to give the check-weighman power to require that the weighing shall be carried on continuously during working hours as the best remedy, practically speaking, for complaints of insufficient weighing which have been made by almost every witness who claimed to speak on behalf of the miners. Several of these witnesses desire that every skip of coal shall be weighed, but that is not possible without compelling the owners of collieries to go to considerable expense in rearranging the pit top, and so drastic a change is not justified by any facts brought to our notice. We cannot, however, approve of the practice which has obtained at some collieries of dispensing with the process of weighing for days and weeks together. Where a weigh-bridge is kept fully employed we are persuaded that no appreciable injustice can be done, and we consider that this amendment of the law is calculated to put an end to all reasonable complaint about insufficient weighing.

Single shafts. (Section 43).

We adopt 50 yards as the minimum distance between two shafts of a mine, venturing in this respect to differ from the provision of the English Act, which makes the limit 15 yards, and we are justified in doing so by the evidence of competent witnesses.

Division of mine into parts. (Sub-division 6, section 46).

The third subsection of section 46 we agree unanimously to omit. General Rule 1 embodies the views of a majority of your Commissioners.

Ventilation.

Ventilation of mines. Part II.—7. Rules.—General Rules Rule 1.

On the important subject of ventilation there is, of course, unanimity of view on the part of your Commissioners that the men employed should be supplied with sufficient air, but there is a difference of opinion as to whether the provisions of the English Act should be adopted without addition, or whether legislation more in detail should be suggested. It is said that English experience shows that the provisions of the English Act are entirely sufficient under competent management, and proper inspection, to insure the supply of due ventilation, and that no complaint of its insufficiency is heard from English miners. This view is strongly held by Mr. Gregson, who absolutely dissents from any attempt to add to the English Act, and had English legislation on this subject, beginning as far back as 1860 (*see* 23 and 24 Vict., c. 151), been left uninterfered with, probably any attempt to modify the

the English provision would be unwise. Unfortunately the existing Act in New South Wales has sought to define the term "adequate amount of ventilation" by declaring that it shall mean not less (as a minimum) than one hundred cubic feet of pure air per minute for each man, boy, and horse, which shall sweep undiminished along the air-ways past each working-place; and evidence has been given to show that in some instances managers and inspectors hold the view that the law has been complied with if there are the specified number of feet passing along the air-ways, no matter how inadequate such amount of air may be for proper ventilation. In point of fact, the word "minimum" has in some cases been read as maximum, and there is a general consensus of opinion that it is sufficient if the stipulated amount of air is in the air-way without being conducted by any means *into* the working-places. Your Commissioners think it right to say, in passing, that they have great doubt whether that was the intention or is the proper construction of the Act. It must be remembered that in England inflammable gases are found in the majority of the mines, and for the protection of life and property a considerable amount of air is of necessity supplied, therefore it can be well understood that the term "adequate" would in many instances, according to English requirements, mean a quantity much in excess of the one hundred cubic feet of air per minute. The case is different in this Colony, where gas has not so frequently to be encountered, and where, therefore, a large supply of air is not so necessary—so that in some mines less than one hundred cubic feet of air might be supplied, and even the Legislative Council, in giving their reasons for non-interference with the English provision, have said that such an amount of air is in some cases much too large. But all authorities agree that the supply of one hundred cubic feet of air is not more than is necessary for the health of the miner and the satisfactory performance of his work. Such being the legislation and conditions existing in the two countries, and bearing in mind the practice that has obtained since 1876 in this Colony, and the views held in some cases by both managers and inspectors, there is probable ground for apprehending that the unconditional adoption of the English provision would not ensure a supply of air in all cases adequate in amount and in mode of distribution. All the miners who have given evidence before your Commissioners are most insistent on the necessity for prescribing a minimum, a view which has been supported in several instances by inspectors and managers. These considerations, coupled with the fact that the production of one hundred cubic feet of air per minute will not be unduly burdensome to the colliery proprietors, whose appliances, presumably, are sufficient to enable them to comply with the existing law, lead to the conclusion that the clause proposed will be no hardship, and may produce the result your Commissioners desire. It is, therefore, suggested that Rule 1 should be to the following effect:—

New Rule 1

"An adequate amount of ventilation shall be constantly produced in every mine to dilute and render harmless noxious gases to such an extent that the working-places of the shafts, levels, stables, and workings of the mine, and the travelling roads to and from those working-places, shall be in a fit state for working and passing therein. The ventilation so produced shall be the supply of pure air in quantity not less than one hundred cubic feet per minute for each man, boy, and horse employed in the mine, which (in that proportion, but with as much more as the inspector shall direct) shall sweep the face of each and every working-place where man, boy, or horse is engaged or passing, main return air-ways only excepted.

"Every mine, except such as are worked on the longwall system, shall be divided into districts or splits of not more than seventy men in each; and each district shall be supplied with a separate current of fresh air. The intake air shall travel free from all stagnant water, stables, and old workings. In the case of mines required by this Act to be under the control of a certificated manager, the quantity of air in the respective splits or currents shall, at least once in every month, be measured and entered in a book to be kept for the purpose at the mine."

Coal not to be brought under roads. (Rule 25).

We need not refer specially to our determinations of other disputed points in the General Rules until we reach Rule 25. That rule we consider—Mr. Curley dissenting—should have no place in the Bill. It is an interference with common law rights of property which, in the opinion of your Commissioners, is entirely unjustifiable. The evidence which has been given to show the necessity for such an enactment satisfies us that either the coal was worked without any right, or that

care

care of roads and streets has been accepted by Municipalities, and land has been bought for building purposes regardless of the fact that the donor dedicating the one, or the vendor of the other, had already parted with the right to mine for the subjacent coal. In either case a remedy is to be found at law, but the existence of a wrong, if any exists, affords no justification for perpetrating an act of spoliation.

These Rules specify maximum width of bords and minimum thickness of pillars in sub-aqueous mines, and in mines on dry land, and they also specify other details of management. Your Commissioners—Mr. Curley not concurring—are of opinion that these matters should not be provided for in an Act of Parliament. In mines situate on dry land it should be left to the manager to decide in what manner the mine shall be worked. There is no such provision in the English Act, and we are not aware of any reason why the experiment should be tried here. Dimensions of pillars cannot be laid down to apply to all the varying conditions under which coal-mining has to be carried on, and we entirely agree with the evidence which has been given that any interference of this kind with the province of the manager would be wrong. In the case of mines situate under land, which at certain times is subject to tidal inundation, that circumstance must be taken into account by the manager, and it is the duty of the Inspector, if he sees occasion to apprehend danger, to take steps already provided in the Bill, to prevent accident. As regards mines under the ocean, or under tidal waters, the Crown is the owner, and is in a position to insist on conditions as to working, which may be set out in the leases without the authority of an Act of Parliament.

Width of pillars, &c. (Rules 42-46.)

Section 51, and the proviso attached to section 52, should, in our opinion, also be deleted.

Objection to General Rule sec. 51, proviso sec. 52.

Your Commissioners unanimously agree to recommend a rule, which is based on the English Coal Mines (Check-weigher) Act of 1894 (57 and 58 Vic., chap. 52), prohibiting interference with the election, by the persons employed in a mine, of check-inspectors or check-weighmen. The appointment of these representatives is recognised by the Coal Mines Regulation Act, and we think it desirable to provide that no influence shall be allowed to interfere.

New rule—Interference with election of check-inspector or check-weigher.

We recommend two additional rules in Schedule I, which prescribes the proceedings of the Board for appointing Examiners.

Schedule, clauses 7, 8.

Before concluding our Report, we wish to place on record our acknowledgment of the very able assistance we have received from our Secretary and shorthand writer, Mr. F. W. Curnow. His task has been laborious, but it has been performed with the utmost alacrity, and to our full satisfaction.

Secretary.

We regret that we have not been able to attain to complete unanimity in our conclusions, but subject to the differences of opinion set forth in the Bill, which we have the honor to submit herewith, we beg to recommend it, together with this Report, to your Excellency's favourable consideration.

Unanimity.

We have the honor to be,

Your Excellency's most obedient servants,

F. E. ROGERS,
President.

JAMES CURLEY.

JESSE GREGSON.

F. W. CURNOW,
Secretary.

Sydney, Thursday, 5th December, 1895.

This PUBLIC BILL *originated in the* LEGISLATIVE ASSEMBLY, *and, having this day passed, is now ready for presentation to the* LEGISLATIVE COUNCIL *for its concurrence.*

Legislative Assembly Chamber,
Sydney, 12 September, 1894.

F. W. WEBB,
Clerk of the Legislative Assembly.

The LEGISLATIVE COUNCIL *has this day agreed to this Bill with Amendments.*

Legislative Council Chamber,
Sydney, 6th December, 1894.

JOHN J. CALVERT,
Clerk of the Parliaments.

Reported on by ROYAL COMMISSION,
Sydney, 5th December, 1895.

F. W. CURNOW,
Secretary.

New South Wales.

ANNO QUINQUAGESIMO OCTAVO

VICTORIÆ REGINÆ.

* *

No. .

An Act to make better provision for the Regulation of Coal Mines and Collieries, and for other purposes connected therewith.

WHEREAS it is expedient to make better provision for the regulation and inspection of Coal Mines and Collieries and certain other Mines: Be it therefore enacted by the Queen's Most Excellent Majesty, by and with the advice and consent of the Legislative Council and Legislative Assembly of New South Wales in Parliament assembled, and by the authority of the same, as follows:— Preamble.

1. (I) This Act shall come into operation on the first day of ~~December,~~ **March,** one thousand eight hundred and ninety-~~four~~ **five** (which date is in this Act referred to as the commencement of this Act), and may be cited as the "Coal Mines Regulation Act, 1894." Commencement, short title, and application of Act.

(II) This Act shall apply to mines of coal and mines of shale.

PART I.

1. *Certificated Managers, Under-Managers, and Engine-drivers.*

2. (I) Every mine shall be under a manager, who shall be responsible for the control, management, and direction of the mine, and the owner or agent of every such mine shall nominate himself or some other person to be the manager of such mine, and shall send written notice to the inspector of the district of the manager's name and address. Appointment of manager of mine.

NOTE.—LEGISLATIVE COUNCIL amendments:—The words to be *omitted* are *ruled through*; those to be *inserted* are printed in **black letter.** ROYAL COMMISSION:—Three lines denote deleted; *italics* denote new clauses. Sections dealt with are repeated and read as suggested by the Commission.

Section 2, new subsection (IV)—

Adopted unanimously. This provision is necessary to bring every manager under the authority of the inspector.

Section 3—

(I) Unanimously agree to subsection as amended by the Legislative Council.

(II) Unanimously agree to subsection as amended by the Legislative Council.

(II) A person shall not be qualified to be a manager of a mine unless he is for the time being registered as the holder of a **first-class** certificate of competency or **a certificate of** service **as manager** under this Act, or under the Imperial Act fifty and fifty-one Victoria, chapter fifty-eight, or any Act thereby repealed.

(III) If after the ~~passing~~ **commencement** of this Act any mine is worked for more than fourteen days without there being such a manager for the mine as is required by this section, the owner ~~and~~ **or** agent of the mine shall ~~each~~ be liable to a fine not exceeding fifty pounds, and to a further fine not exceeding ~~ten~~ **five** pounds for every day during which the mine is so worked; provided that:—

(*a*) The owner **or agent** of the mine shall not be liable to any such fine if he proves that he had taken all reasonable means by the enforcement of this section to prevent the mine being worked in contravention to this section.

(*b*) If for any reasonable cause there is for the time being no manager of a mine qualified as required by this section, the owner or agent of the mine may appoint any competent person not holding a certificate under this Act to be manager, for a period not exceeding two months or such longer period as may elapse before such person has an opportunity in the district wherein the mine is situate of obtaining by examination a certificate under this Act, and shall send to the inspector of the district a written notice of the manager's name and address, and of the reason for his appointment; and

(*c*) A mine in which not more than ~~ten~~ **thirty** persons are employed below ground shall be exempt from the provisions of this section, unless the inspector of the district, by notice in writing served on the owner or agent of the mine, requires that it be under the control of a manager.

[*Commission.*]

(*c*) A mine in which not more than ~~ten~~ **thirty** persons are employed below ground shall be exempt from the provisions of this section, unless the inspector of the district, by notice in writing served on the owner or agent of the mine, requires that it be under the control of a manager.

New sub-sec. (IV) *In the case of a mine in which not more than twenty persons are employed it shall be sufficient for the manager to hold a permit from an inspector, such permit shall remain in force for twelve months, but may be renewed at the option of the inspector.*

3. (I) In every mine required by this Act to be under the control of a certificated manager, daily personal supervision shall be exercised either by the manager or by ~~a duly qualified~~ **an** under-manager, ~~in accordance with the provisions of this Act,~~ nominated in writing by the owner or agent of the mine. Daily supervision of mine by manager or under-manager.

(II) ~~After the passing of this Act~~ Every ~~person~~ **under-manager** so nominated ~~and then exercising supervision of a mine~~ must hold either a first-class or second-class certificate under this Act or under the Imperial Act fifty and fifty-one Victoria, chapter fifty-eight, or any Act thereby repealed, or a certificate of service under section ~~six~~ **eight** of this Act, or under any of the said Imperial Acts, and shall, in the absence of the manager, have the same responsibility, and be subject to the same liabilities as the manager under this Act; but the nomination of an under-manager shall not affect the personal responsibility of the manager under this Act.

[*Commission.*]

3. (I) In every mine required by this Act to be under the control of a certificated manager, daily personal supervision shall be exercised either by the manager or by an under-manager, nominated in writing by the owner or agent of the mine. Daily supervision of mine by manager or under-manager.

Section 4—

Unanimously agree to section as amended by the Legislative Council.

Section 5—

Unanimously agree to sub-section (1) as amended by the Legislative Council.

Subsection 11—

President and Mr. Gregson agree to the constitution of the Board for appointing examiners in accordance with the provision of the English Coal Mines Regulation Act of 1887.

Mr. Curley dissents; is of opinion that a Board consisting of seven (7) persons is ample to meet the case.

(II) Every under-manager so nominated must hold either a first-class or second-class certificate under this Act or under the Imperial Act fifty and fifty-one Victoria, chapter fifty-eight, or any Act thereby repealed, or a certificate of service under section eight of this Act, or under any of the said Imperial Acts, and shall, in the absence of the manager, have the same responsibility, and be subject to the same liabilities as the manager under this Act; but the nomination of an under-manager shall not affect the personal responsibility of the manager under this Act.

---

4. A contractor ~~while so contracting~~ for **getting** mineral **in any mine**, or person employed by such a contractor, is not eligible for the post of manager or under-manager **of that mine** under this Act. Disqualifications for post of manager or under-manager.

[*Commission.*]

4. A contractor for getting mineral in any mine, or person employed by such a contractor, is not eligible for the post of manager or under-manager of that mine under this Act. Disqualifications for post of manager or under-manager.

---

5. (I) There shall be two descriptions of certificates of competency under this Act—(1) first-class certificates, that is to say, certificates of fitness to be manager; and (2) second-class certificates, that is to say, certificates of fitness to be under-manager; but no person shall be entitled to a certificate **of competency** under this Act unless he ~~has~~ **shall have** had practical experience in a mine for at least five years. Certificates of competency to managers and under-managers.

(II) For the purpose of ~~granting~~ **ascertaining the persons to receive** certificates of competency ~~and service~~ for the purposes of this Act, ~~a Board of~~ examiners shall be appointed **by a Board** consisting of— Constitution of Board of Examiners.

(a) **Three persons being owners or agents of mines in the Colony of New South Wales;**

(~~a~~ b) Three persons employed or who have been employed in or about any mine in this Colony **not being owners, agents, or managers of a mine; and**

(~~b~~ c) Three persons practising as mining engineers, or managers of mines in this Colony; and

(~~c~~ **d**) One inspector under this Act.

(III) The members of the Board shall be appointed and may be removed by the Minister, and shall hold office during his pleasure.

[*Commission.*]

5. (I) There shall be two descriptions of certificates of competency under this Act—(1) first-class certificates, that is to say, certificates of fitness to be manager; and (2) second-class certificates, that is to say, certificates of fitness to be under-manager; but no person shall be entitled to a certificate of competency under this Act unless he shall have had practical experience in a mine for at least five years. Certificates of competency to managers and under-managers.

(II) For the purpose of ascertaining the persons to receive certificates of competency for the purposes of this Act, examiners shall be appointed by a Board consisting of— Constitution of Board for appointing examiners.

(a) Three persons being owners or agents of mines in the Colony of New South Wales;

(b) Three persons employed or who have been employed in or about any mine in this Colony not being owners, agents, or managers of a mine; and

(c) Three persons practising as mining engineers, or managers of mines in this Colony; and

(d) One inspector under this Act.

(III) The members of the Board shall be appointed and may be removed by the Minister, and shall hold office during his pleasure.

Section 6—

Unanimously agree to section 6 as substituted by the Legislative Council.

6. (I) A certificate of service shall be granted by the Minister to every person who satisfies the examiners either that before the passing of this Act he was exercising, and has since that date exercised, or that he has at any time within five years before the passing of this Act, for a period of not less than twelve months, exercised functions substantially corresponding to those of a manager or an under-manager in a mine.

Grant of certificates of service in case of certain under-managers.

(II) Every such certificate of service shall contain particulars of the name, place, and time of birth, and the length and nature of the previous service of the person to whom the same is delivered; and a certificate of service may be refused to any person who fails to give a full and satisfactory account of the particulars aforesaid, or to pay such registration fee as the Minister may direct, not exceeding that mentioned in the Second Schedule to this Act.

(III) A certificate of service granted under this section shall have the same effect for the purposes of this Act as a certificate of competency granted under this Act.

(IV) A certificate of competency or of service granted under the Imperial Act fifty and fifty-one Victoria, chapter fifty-eight, or under any Act repealed thereby, or any other certificate of competency or service afforded by the examiners shall be equivalent in all respects to a similar certificate granted under this Act.

Certain certificates equivalent to certificates under this Act.

[*Commission.*]

6. (I) A certificate of service shall be granted by the Minister to every person who satisfies the examiners either that before the passing of this Act he was exercising, and has since that date exercised, or that he has at any time within five years before the passing of this Act, for a period of not less than twelve months, exercised functions substantially corresponding to those of a manager or an under-manager in a mine.

Grant of certificates of service in case of certain under-managers.

(II) Every such certificate of service shall contain particulars of the name, place, and time of birth, and the length and nature of the previous service of the person to whom the same is delivered; and a certificate of service may be refused to any person who fails to give a full and satisfactory account of the particulars aforesaid, or to pay such registration fee as the Minister may direct, not exceeding that mentioned in the Second Schedule to this Act.

(III) A certificate of service granted under this section shall have the same effect for the purposes of this Act as a certificate of competency granted under this Act.

(IV) A certificate of competency or of service granted under the Imperial Act fifty and fifty-one Victoria, chapter fifty-eight, or under any Act repealed thereby, or any other certificate of competency or service afforded by the examiners, shall be equivalent in all respects to a similar certificate granted under this Act.

Certain certificates equivalent to certificates under this Act.

[*Commission.*] **6. (i) The proceedings of the Board shall be in accordance with the rules contained in Schedule One to this Act.**

Proceedings and powers of Board for appointing examiners.

(ii) The Board shall from time to time appoint examiners not being members of the Board, except with the consent of the Minister, to conduct the examinations of applicants for certificates of competency under this Act, and may from time to time make, alter, and revoke rules as to the conduct of such examinations and the qualifications of the applicants so, however, that in every such examination regard shall be had to such knowledge as is necessary for the practical working of mines in New South Wales, and that the examination and qualifications of applicants for second-class certificates shall be suitable for practical working miners.

Section 7—

Unanimously agree to section as amended by the Legislative Council.

Old section 8—"Qualification and attendance of engine-man"—

President and Mr. Gregson agree with the elimination of the section which is not contained in the English Act, being of opinion that it may be safely left to the employers to see that a competent man is in charge of the machinery.

Mr. Curley dissents; is in favour of the section as originally drafted by the Legislative Assembly.

(iii) The Board shall make from time to time to the Minister a report of their proceedings, and of such other matters as the Minister may from time to time require.

---

7. The Minister may from time to time make, alter, and revoke rules as to ~~selection of persons to serve as examiners,~~ the places and times of examinations of applicants for certificates of competency under this Act, the number and remuneration of the examiners, and the fees to be paid by the applicants, so that the fees do not exceed those specified in Schedule ~~One~~ **Two** to this Act. Every such rule shall be observed by the Board appointed under this Act. Rules by Minister as to examinations.

[*Commission.*]

7. The Minister may from time to time make, alter, and revoke rules as to the places and times of examinations of applicants for certificates of competency under this Act, the number and remuneration of the examiners, and the fees to be paid by the applicants, so that the fees do not exceed those specified in Schedule Two to this Act. Every such rule shall be observed by the Board appointed under this Act. Rules by Minister as to examinations.

---

8. Subject to the provisions of section nine of this Act in any mine which is usually entered by means of machinery, or where any shaft, plane, or level is used for the purpose of communication from one part to another part of a mine, and persons are taken up or down or along such shaft, plane, or level, by means of any engine, windlass, or gin, driven or worked by steam or any mechanical power, a competent male person not less than twenty years of age, and being the holder of a certificate of competency or certificate of service, shall be appointed for the purpose of working the machinery which is employed in lowering and raising persons therein, and shall attend for that purpose during the whole time that any person is below ground in the mine, and such person shall have charge of all ropes, chains, or tackle connected with such machinery. Where any windlass, gin, or machine used for any of the purposes aforesaid, is worked by an animal or by manual labour, the person in charge of such engine, windlass, or gin, or of any part of the machinery, ropes, chains, or tackle connected therewith, must be a competent male person not less than eighteen years of age. Where the machinery is worked by an animal, the person under whose direction the driver of the animal acts, shall for the purposes of this rule be deemed to be the person in ~~charge of the machinery.~~ Qualification and attendance of engineman.

[*Commission.*]

8. Subject to the provisions of section nine of this Act in any mine which is usually entered by means of machinery, or where any shaft, plane, or level is used for the purpose of communication from one part to another part of a mine, and persons are taken up or down or along such shaft, plane, or level, by means of any engine, windlass, or gin, driven or worked by steam or any mechanical power, a competent male person not less than twenty years of age, and being the holder of a certificate of competency or certificate of service, shall be appointed for the purpose of working the machinery which is employed in lowering and raising persons therein, and shall attend for that purpose during the whole time that any person is below ground in the mine, and such person shall have charge of all ropes, chains, or tackle connected with such machinery. Where any windlass, gin, or machine used for any of the purposes aforesaid, is worked by an animal or by manual labour, the person in charge of such engine, Qualification and attendance of engineman.

Section 8—

Unanimously agree that the words "of an inspector or" be inserted after the word "capacity" in subsection (I), and that the words "an inspector or" be inserted in subsection (IV) after the words "section to"

windlass, or gin, or of any part of the machinery, ropes, chains, or tackle connected therewith, must be a competent male person not less than eighteen years of age. Where the machinery is worked by an animal, the person under whose direction the driver of the animal acts, shall for the purposes of this rule be deemed to be the person in ~~charge of the machinery.~~

8. (i) A certificate of service shall be granted by the Minister to every person who satisfies him either that before the commencement of this Act he was acting, and has since that day acted, or that he has at any time within five years before the commencement of this Act for a period of not less than twelve months acted, in the capacity of a manager of a mine or such part of a mine as can under this Act be made a separate mine for the purposes of this Act.

Grant of certificates of service to existing managers.

(Note.—See clause 46 (i) of Bill.)

(ii) A certificate of service shall be granted by the Minister to every person who satisfies him either that before the commencement of this Act he was exercising, and has since that date exercised, or that he has at any time within five years before the commencement of this Act for a period of not less than twelve months exercised, functions substantially corresponding to those of an under-manager in a mine.

Grant of certificates of service in case of certain under-managers.

(iii) Every such certificate of service shall contain particulars of the name, place, and time of birth, and the length and nature of the previous service of the person to whom the same is delivered, and a certificate of service may be refused to any person who fails to give a full and satisfactory account of the particulars aforesaid, or to pay such registration fee as the Minister may direct, not exceeding that mentioned in the Second Schedule to this Act.

(iv) A certificate of service granted under this section to a manager shall have the same effect for the purposes of this Act as a first-class certificate of competency granted under this Act; and a certificate of service granted under this section to an under-manager shall have the same effect for the purposes of this Act as a second-class certificate of competency granted under this Act.

(v) Before granting a certificate of service to a manager or under-manager the Minister shall require the applicant to produce satisfactory evidence of his sobriety and general good conduct.

(vi) No certificate of service shall be granted in terms of this section unless it be proved by statutory declaration that during the twelve months aforesaid there has been an average of not less than thirty miners employed below ground under the control and supervision of the applicant for the said certificate.

(vii) A certificate of competency or of service granted under the Imperial Act fifty and fifty-one Victoria, chapter fifty-eight, or under any Act repealed thereby, or any other certificate of competency or service approved by the examiners, shall be equivalent in all respects to a similar certificate granted under this Act.

[*Commission.*]

8. (1) A certificate of service shall be granted by the Minister to every person who satisfies him either that before the commencement of this Act he was acting, and has since that day acted, or that he has at any time within five years before the commencement of this Act for a period of not less than twelve months acted, in the capacity of an inspector or of a manager of a mine or such part of a mine as can under this Act be made a separate mine for the purposes of this Act.

Grant of certificates of service to existing managers.

(Note.—See clause 46 (1) of Bill.)

Section 9—"Grant of certificates of service in case of certain engine-drivers"—

President and Mr. Gregson agree to the elimination of the section.

Mr. Curley dissents; is in favour of the section as originally drafted by the Legislative Assembly.

(II) A certificate of service shall be granted by the Minister to every person who satisfies him either that before the commencement of this Act he was exercising, and has since that date exercised, or that he has at any time within five years before the commencement of this Act for a period of not less than twelve months exercised, functions substantially corresponding to those of an under-manager in a mine.

Grant of certificates of service in case of certain under-managers.

(III) Every such certificate of service shall contain particulars of the name, place, and time of birth, and the length and nature of the previous service of the person to whom the same is delivered, and a certificate of service may be refused to any person who fails to give a full and satisfactory account of the particulars aforesaid, or to pay such registration fee as the Minister may direct, not exceeding that mentioned in the Second Schedule to this Act.

(IV) A certificate of service granted under this section to an inspector or a manager shall have the same effect for the purposes of this Act as a first-class certificate of competency granted under this Act; and a certificate of service granted under this section to an under-manager shall have the same effect for the purposes of this Act as a second-class certificate of competency granted under this Act.

(V) Before granting a certificate of service to a manager or under-manager the Minister shall require the applicant to produce satisfactory evidence of his sobriety and general good conduct.

(VI) No certificate of service shall be granted in terms of this section unless it be proved by statutory declaration that during the twelve months aforesaid there has been an average of not less than thirty miners employed below ground under the control and supervision of the applicant for the said certificate.

(VII) A certificate of competency or of service granted under the Imperial Act fifty and fifty-one Victoria, chapter fifty-eight, or under any Act repealed thereby, or any other certificate of competency or service approved by the examiners, shall be equivalent in all respects to a similar certificate granted under this Act.

---

9. (I) A certificate of service shall be granted by the Minister to every person who satisfies the examiners either that before the passing of this Act he was exercising, and has since that date exercised, or that he has at any time within five years before the passing of this Act, for a period of not less than twelve months, exercised functions substantially corresponding to those of an engine-~~driver.~~

Grant of certificates of service in case of certain engine-drivers.

(II) Every such certificate of service shall contain particulars of the name, place, and time of birth, and the length and nature of the previous service of the person to whom the same is delivered; and a certificate of service may be refused to any person who fails to give a full and satisfactory account of the particulars aforesaid, or to pay such registration fee as the Minister may direct not exceeding that mentioned in the First Schedule to this Act.

(III) The Minister may from time to time appoint a Board to examine candidates for certificates of competency, and may by regulations prescribe the mode of conducting such examinations and granting such certificates, and the conditions under which such certificates or certificates of service shall be held, or may be suspended or cancelled; and may from time to time make, alter, and revoke such ~~regulations as aforesaid.~~

Section 10—

Unanimously agree to section as amended by the Legislative Council.

[*Commission.*]

9. (I) A certificate of service shall be granted by the Minister to every person who satisfies the examiners either that before the passing of this Act he was exercising, and has since that date exercised, or that he has at any time within five years before the passing of this Act, for a period of not less than twelve months, exercised functions substantially corresponding to those of an engine-~~driver.~~

Grant of certificates of service in case of certain engine-drivers.

(II) Every such certificate of service shall contain particulars of the name, place, and time of birth, and the length and nature of the previous service of the person to whom the same is delivered; and a certificate of service may be refused to any person who fails to give a full and satisfactory account of the particulars aforesaid, or to pay such registration fee as the Minister may direct not exceeding that mentioned in the First Schedule to this Act.

(III) The Minister may from time to time appoint a Board to examine candidates for certificates of competency, and may by regulations prescribe the mode of conducting such examinations and granting such certificates, and the conditions under which such certificates or certificates of service shall be held, or may be suspended or cancelled; and may from time to time make, alter, and revoke such ~~regulations as aforesaid.~~

~~10.~~ **9.** (I) The Minister shall deliver to every applicant who is duly reported by the examiners to have passed the examination satisfactorily, and to have given satisfactory evidence of his sobriety, experience, ability, and general good conduct, such a certificate of competency as the case requires. The certificate shall be in such form as the Minister from time to time directs.

Grant of certificates to applicants on passing examination.

(II) A register of the holders of certificates of competency or service under this Act and under any of the Imperial Acts aforesaid shall be kept by such person and in such manner as the Minister from time to time directs.

~~11.~~ **10.** If at any time representation is made to the Minister by an inspector or otherwise that any manager or under-manager holding a certificate under this Act or under any Imperial Act is by reason of incompetency or gross negligence, unfit to discharge his duties, or has been convicted of an offence against this Act, the Minister may, if he think fit, cause inquiry to be made into the conduct of the manager or under-manager, and with respect to every such inquiry the following provisions shall have effect:—

Inquiry into competency of manager and cancellation of certificate in case of unfitness.

(I) The inquiry shall be public, and shall be held at such place as the Minister may appoint by such District Court Judge, Police Magistrate, or Stipendiary Magistrate, ~~or other person or persons,~~ as may be directed by the Minister, and either alone or with the assistance of any assessor or assessors named by the Minister.

[*Commission.*]

(I) The inquiry shall be public, and shall be held at such place as the Minister may appoint by such District Court Judge, Police Magistrate, or Stipendiary Magistrate, as may be directed by the Minister, and either alone or with the assistance of any assessor or assessors named by the Minister.

(II) The Minister shall, before the commencement of the inquiry, furnish to the manager or under-manager a statement of the case on which the inquiry is instituted.

(III) Some person appointed by the Minister shall undertake the management of the case.

(IV) The manager or under-manager may attend the inquiry by himself, his counsel, solicitor, or agent, and may, if he thinks fit, be sworn and examined as an ordinary witness in the case.

(V) The person or persons appointed to hold the inquiry, in this ~~Act~~ **section and in section eleven** referred to as the court, shall, on the conclusion of the inquiry, send to the Minister a report containing a full statement of the case, and the opinion of the court thereon, and such report of, or extracts from the evidence, as the court may think fit.

(VI) The court shall have power to cancel or suspend ~~or otherwise deal with~~ the certificate of the manager or under-manager, if it finds that he is by reason of incompetency or gross negligence, or of his having been convicted of any offence against this Act, unfit to discharge his duty.

(VII) The court may, if it thinks fit, require a manager or under-manager to deliver up his certificate, and if any manager or under-manager fails without sufficient cause to the satisfaction of the court, to comply with such requisition, he shall be liable to a fine not exceeding one hundred pounds. The court shall hold a certificate so delivered until the conclusion of the investigation, and shall then either restore, cancel, or suspend ~~or otherwise deal with~~ the certificate according to its judgment on the case.

[*Commission.*]

(V) The person or persons appointed to hold the inquiry, in this section and in section eleven referred to as the court, shall, on the conclusion of the inquiry, send to the Minister a report containing a full statement of the case, and the opinion of the court thereon, and such report of, or extracts from the evidence, as the court may think fit.

(VI) The court shall have power to cancel or suspend the certificate of the manager or under-manager, if it finds that he is by reason of incompetency or gross negligence, or of his having been convicted of any offence against this Act, unfit to discharge his duty.

(VII) The court may, if it thinks fit, require a manager or under-manager to deliver up his certificate, and if any manager or under-manager fails without sufficient cause to the satisfaction of the court, to comply with such requisition, he shall be liable to a fine not exceeding one hundred pounds. The court shall hold a certificate so delivered until the conclusion of the investigation, and shall then either restore, cancel, or suspend the certificate according to its judgment on the case.

(VIII) The court shall have for the purpose of the inquiry, all the powers of a court of Petty Sessions, and all the powers of an inspector under this Act.

(IX) The court may also, by summons signed by the court, require the attendance of all such persons as it thinks fit to summon and examine for the purpose of the inquiry; and every person so summoned shall be allowed such expenses as would be allowed to a witness attending on subpœna before the Supreme Court; and in case of dispute as to the amount to be allowed, the same shall be referred by the court to the Prothonotary who, on request signed by the court, shall ascertain and certify the proper amount of such expenses.

Section 12—

Unanimously agree to section as amended by the Legislative Council.

Section 14—

Unanimously agree to the elimination of the words "or for registration of" in subsection (II)

~~12.~~ **11.** (I) The court may make such order as it thinks fit respecting the costs and expenses of the inquiry, and such order shall, on the application of any party entitled to the benefit thereof, be enforced by any Stipendiary or Police Magistrate or any two Justices of the Peace in Petty Sessions, as if such costs and expenses were a fine imposed by that Court of Petty Sessions. Costs and expenses of inquiry.

(II) The Minister may, if he thinks fit, pay to the person or persons constituting the court, including any assessors, such remuneration as he may appoint.

(III) Any costs and expenses ordered by the court to be paid by the Minister, and any remuneration paid under this section, shall be paid out of moneys provided by Parliament.

~~13.~~ **12.** (I) Where a certificate of a manager or under-manager is cancelled or suspended ~~or otherwise dealt with~~ in pursuance of this Act, the Minister shall cause the cancellation or suspension ~~or a notification of the order of the court~~ to be recorded in the register of holders of certificates. Record of cancellation of certificate; restoration in certain cases.

(II) The Minister may at any time, if it is shown to him to be just so to do, renew or restore, on such terms as he thinks fit, any certificate which has been cancelled or suspended ~~or otherwise dealt with~~ in pursuance of this Act, and cause the renewal or restoration to be recorded in the register aforesaid.

[*Commission.*]

12. (I) Where a certificate of a manager or under-manager is cancelled or suspended in pursuance of this Act, the Minister shall cause the cancellation or suspension to be recorded in the register of holders of certificates. Record of cancellation of certificate; restoration in certain cases.

(II) The Minister may at any time, if it is shown to him to be just so to do, renew or restore, on such terms as he thinks fit, any certificate which has been cancelled or suspended in pursuance of this Act, and cause the renewal or restoration to be recorded in the register aforesaid.

~~14.~~ **13.** Whenever any person proves to the satisfaction of the Minister that he has, without fault on his part, lost or been deprived of any certificate granted to him under this Act or under any Imperial Act, the Minister shall, on payment of such fee, if any, as he may direct, but not exceeding the fee specified in Schedule Two to this Act, cause a copy of the certificate to which the applicant appears by the register to be entitled, to be made out and certified by the person who keeps the register, and delivered to the applicant; and any copy which purports to be so made and certified as aforesaid shall have all the effect of the original certificate. Copy of certificate in case of loss.

~~15.~~ **14.** (I) All expenses incurred by the Minister in carrying into effect the provisions of this Act with respect to certificates of competency and service shall be defrayed out of moneys provided by Parliament. Expenses in relation to certificates and application of fees.

(II) All fees payable by the applicants for examination for or for registration of, or for a copy of a certificate under this Act shall be paid into the Treasury as the Colonial Treasurer may from time to time direct, and be carried to the Consolidated Revenue Fund.

Old Section 17—"Direction as to mode of conducting works to be entered in book."

President and Mr. Gregson agree to the elimination of section 17, being of opinion that a manager should not have the opportunity to shelter himself behind instructions from any other person; therefore, the record of such instructions can be of no value.

Mr. Curley dissents; considers that no consulting engineer should in any way hestitate to place upon record his instructions with regard to conducting the working operations of the mine; also thinks that every consulting engineer should be a resident in the Colony. Considers that the words in last line of section "chief inspector or an" are unnecessary, as there appears to be no provision in the Bill for a Chief Inspector.

[*Commission.*]

(II) All fees payable by the applicants for examination for or for a copy of a certificate under this Act shall be paid into the Treasury as the Colonial Treasurer may from time to time direct, and be carried to the Consolidated Revenue Fund.

~~16.~~ **15.** Every person who commits any of the following offences; that is to say:— Penalty for forgery of, or false declaration as to certificate.

(I) Forges, or counterfeits, or knowingly makes any false statement in any certificate of competency, or of service granted under this Act or the Imperial Act fifty and fifty-one Victoria chapter fifty-eight, or any Act repealed thereby, or any official copy of any such certificate; or

(II) Knowingly utters or uses any such certificate or copy which has been forged or counterfeited or contains any false statement; or

(III) For the purpose of obtaining for himself or any other person employment as a certificated manager or under-manager, or the grant, renewal, or restoration of any certificate under this Act or under any of the said Imperial Acts, or a copy thereof, either:—

(*a*) Makes or gives any declaration, representation, statement, or evidence which is false in any particular; or

(*b*) Knowingly utters, produces, or makes use of any such declaration, representation, statement, or evidence, or any document containing the same,

shall be guilty of a misdemeanour, and be liable on conviction to imprisonment for a term not exceeding two years, with or without hard labour.

---

17. In any mine where a consulting engineer, viewer, managing director, or other person has power to give directions as to the mode of conducting the works of a mine either above or below ground, he shall enter such directions in detail in a book to be kept at the mine for that purpose, but, unless required to be produced in a Court of law, such book shall not be open to inspection by any person other than the Chief Inspector or an Inspector. Directions as to mode of conducting works to be entered in book.

[*Commission.*]

17. In any mine where a consulting engineer, viewer, managing director, or other person has power to give directions as to the mode of conducting the works of a mine either above or below ground, he shall enter such directions in detail in a book to be kept at the mine for that purpose, but, unless required to be produced in a Court of law, such book shall not be open to inspection by any person other than the Chief Inspector or an Inspector. Directions as to mode of conducting works to be entered in book.

---

2. *Inspection.*

~~18.~~ **16.** The persons who at the commencement of this Act are acting as inspectors under the Act hereby repealed shall continue to act in the same manner, and generally to be in the same position, as if they had been respectively appointed under this Act. Existing inspectors continued.

New Section 17—" Inspectors to hold certificates."

Subsection (III)—

Unanimously agree that the subsection should read as drafted by the Commission.

Old Section 21, New Section 19—" Powers of Inspectors."

President and Mr. Gregson agree to adopt the section substituted by the Legislative Council which is the provision in the English Coal Mines Regulation Act of 1887: Consider that subsection v of old section 21 should be expunged, being of opinion that under no circumstances should interference with the duty of the manager be contemplated in the Bill.

Mr. Curley dissents; subsection (I) considers that inspectors should visit a mine at least once in each month. (Subsections II–III) agrees to amendments proposed by Legislative Council. (Subsection IV) should remain as drafted by the Legislative Assembly. (Subsection V) should remain as drafted, and would point out that this enactment has been in force for nearly twenty years, and is a power an inspector should at all times possess.

~~19.~~ **17.** (I) The Minister may from time to time appoint duly qualified persons to be inspectors (under whatever title he may from time to time fix) of mines, and assign them their duties, and may award them such salaries as he may think fit, or as Parliament may approve, and may remove any such inspector. Appointment of inspectors of mines.

(II) Notice of the appointment of every such inspector shall be published in the *Gazette*.

(III) Every such inspector is referred to in this Act as an inspector, and the inspector of a district means the inspector who is for the time being assigned to the district or portion of the Colony with reference to which the term is used.

Every Inspector appointed under this Act shall, after the ~~passing~~ commencement of this Act hold a first-class certificate of competency ~~or service~~ as ~~hereinbefore provided in regard to~~ Managers, ~~but for the purposes of this Act service as an Inspector of Collieries will be equivalent to service as manager of a mine.~~ Inspectors to hold certificates.

[*Commission.*]

Every Inspector under this Act shall, after the commencement of this Act hold a first-class certificate of competency or service as hereinbefore provided in regard to Managers, but for the purposes of this Act service as an Inspector of Collieries will be equivalent to service as manager of a mine. Inspectors to hold certificates.

~~20.~~ **18.** Any person who practises or acts as or is a partner of any person who practises or acts as a land agent or mining engineer, or as a manager, viewer, agent, or valuer of mines, or arbitrator in any difference arising between owners, agents, or managers of mines, or is otherwise employed in or about any mine, or is a miner's agent or a mine-owner (whether the mine is one to which this Act applies or not) shall not act as an inspector of mines under this Act, and no inspector shall be a partner or have any interest direct or indirect in any mine in the district under his charge. Disqualification of persons as inspectors.

21. An inspector under this Act shall have power to do all or any of the following things, namely:— Powers of inspectors.

(I) To make at least once in each month such examination and inquiry as may be necessary to ascertain whether the provisions of this Act relating to matters above ground or below ground are complied with in the case of any mine.

(II) To enter, inspect, and examine any mine, and every part thereof, at all reasonable times by day and night, but so as not to impede or obstruct the working of the mine except when absolutely necessary.

(III) To examine into and make inquiry respecting the state and condition of any mine or any part thereof, and the ventilation of the mine, and the sufficiency of the special rules for the time being in force in the mine, and all matters and things connected with or relating to the safety of the persons employed in or about the mine or any mine contiguous thereto, or the care and treatment of the horses and other animals used in the mine.

(IV) To exercise such other powers as may be necessary for carrying this Act into effect, and shall enter in a book to be provided by the owner or manager a report of any defect, or anything in or about the mine tending to endanger the safety or health of the miners employed therein.

(v) To require the manager to withdraw the men from the mine if at any time he finds that, by reason of inflammable gases prevailing in any mine or any part thereof, or of any cause whatever, the mine or the said part is dangerous; and no person shall, except so far as is necessary for exploration or inquiry into the cause of danger or the removal thereof, be readmitted into the mine or such part thereof as was found dangerous, until the same is stated by the inspector to be safe. Miners may be withdrawn if inspector finds cause of danger.

Every person who wilfully obstructs any inspector in the execution of his duty under this Act, and every owner, agent, and manager of a mine who refuses or neglects to furnish to the inspector the means necessary for making any entry, inspection, examination, or inquiry under this Act, in relation to the mine, shall be guilty of an offence ~~against this Act.~~

[*Commission.*]

21. An inspector under this Act shall have power to do all or any of the following things, namely:— Powers of inspectors.

(I) To make at least once in each month such examination and inquiry as may be necessary to ascertain whether the provisions of this Act relating to matters above ground or below ground are complied with in the case of any mine.

(II) To enter, inspect, and examine any mine, and every part thereof, at all reasonable times by day and night, but so as not to impede or obstruct the working of the mine except when absolutely necessary.

(III) To examine into and make inquiry respecting the state and condition of any mine or any part thereof, and the ventilation of the mine, and the sufficiency of the special rules for the time being in force in the mine, and all matters and things connected with or relating to the safety of the persons employed in or about the mine or any mine contiguous thereto, or the care and treatment of the horses and other animals used in the mine.

(IV) To exercise such other powers as may be necessary for carrying this Act into effect, and shall enter in a book to be provided by the owner or manager a report of any defect, or anything in or about the mine tending to endanger the safety or health of the miners employed therein.

(v) To require the manager to withdraw the men from the mine if at any time he finds that, by reason of inflammable gases prevailing in any mine or any part thereof, or of any cause whatever, the mine or the said part is dangerous; and no person shall, except so far as is necessary for exploration or inquiry into the cause of danger or the removal thereof, be readmitted into the mine or such part thereof as was found dangerous, until the same is stated by the inspector to be safe. Miners may be withdrawn if inspector finds cause of danger.

Every person who wilfully obstructs any inspector in the execution of his duty under this Act, and every owner, agent, and manager of a mine who refuses or neglects to furnish to the inspector the means necessary for making any entry, inspection, examination, or inquiry under this Act, in relation to the mine, shall be guilty of an offence ~~against this Act.~~

[*Commission.*] **19. An inspector under this Act shall have power to do all or any of the following things, namely:—** Powers of inspectors.

(i) To make such examination and inquiry as may be necessary to ascertain whether the provisions of this Act relating to matters above ground or below ground are complied with in the case of any mine.

Section 20—

Elimination of words "and enter such report in a book at the mine" in subsection (1) unanimously agreed to.

(ii) To enter, inspect, and examine any mine, and every part thereof, at all reasonable times by day and night, but so as not to impede or obstruct the working of the mine.

(iii) To examine into and make inquiry respecting the state and condition of any mine or any part thereof, and the ventilation of the mine, and the sufficiency of the special rules for the time being in force in the mine, and all matters and things connected with or relating to the safety of the persons employed in or about the mine or any mine contiguous thereto, or the care and treatment of the horses and other animals used in the mine.

(iv) To exercise such other powers as may be necessary for carrying this Act into effect.

Every person who wilfully obstructs any inspector in the execution of his duty under this Act, and every owner, agent, and manager of a mine who refuses or neglects to furnish to the inspector the means necessary for making any entry, inspection, examination, or inquiry under this Act, in relation to the mine, shall be guilty of an offence against this Act.

Notice by inspector of causes of danger not expressly provided against.

~~22.~~ **20.** (I) If in any respect (which is not provided against by any express provision of this Act or by any special rule) any inspector finds any mine or any part thereof, or any matter, thing, or practice in or connected with any such mine, or with the control, management, or direction thereof by the manager to be dangerous or defective, so as in his opinion to threaten or tend to the bodily injury of any person, he may give notice in writing thereof to the owner, agent, or manager of the mine, and shall state in the notice the particulars in which he considers the mine or any part thereof, or any matter, thing, or practice to be dangerous or defective, and require the same to be remedied, and unless the same be forthwith remedied shall also report the same to the Minister ~~and enter such report in a book at the mine.~~

[*Commission.*]

Notice by inspector of causes of danger not expressly provided against.

~~22.~~ **20.** (I) If in any respect (which is not provided against by any express provision of this Act or by any special rule) any inspector finds any mine or any part thereof, or any matter, thing, or practice in or connected with any such mine, or with the control, management, or direction thereof by the manager to be dangerous or defective, so as in his opinion to threaten or tend to the bodily injury of any person, he may give notice in writing thereof to the owner, agent, or manager of the mine, and shall state in the notice the particulars in which he considers the mine or any part thereof, or any matter, thing, or practice to be dangerous or defective, and require the same to be remedied, and unless the same be forthwith remedied shall also report the same to the Minister.

(II) If the owner, agent, or manager of the mine objects to remedy the matter complained of in the notice he may, within ten days after receipt of the notice, send his objection in writing, stating the grounds thereof to the Minister, and thereupon the matter shall be determined by arbitration in manner provided by this Act, and the date of the receipt of the objection shall be deemed to be the date of the reference.

(III) If the owner, agent, or manager fail, when no objection is sent as aforesaid, to comply with the requisition of the notice within ten days after the expiration of the time for objection, or when there

has been an arbitration to comply with the award within the time fixed by the award, he shall be guilty of an offence against this Act, and the notice and award shall respectively be deemed to be written notice of the offence: Provided that the court, if satisfied that the owner, agent, or manager has taken active measures for complying with the notice or award, but has not, with reasonable diligence, been able to complete the works, may adjourn any proceedings taken before them for punishing the offence, and, if the works are completed within a reasonable time, no penalty shall be inflicted.

(IV) No person shall be precluded by any agreement from doing, or be liable under any contract to any penalty or forfeiture for doing, such acts as may be necessary in order to comply with the provisions of this section.

Annual reports of inspectors.

~~23.~~ **21.** Every inspector of a district under this Act shall make an annual report of his proceedings during the preceding year to the Minister, which report, when embodied in the Annual Report of the Department of Mines, shall be laid before both Houses of Parliament.

Special reports of inspectors.

~~24.~~ **22.** Where in any mine an explosion or accident has caused loss of life or personal injury to any person, the Minister may at any time direct an inspector to make a special report with respect to the explosion or accident.

Formal investigation when directed by the Minister.

~~25.~~ **23.** Where it appears to the Minister that a formal investigation of any explosion or accident and of its causes and circumstances is expedient, the Minister may direct such investigation to be held, and with respect to any such investigation the following provisions shall have effect:—

(I) The Minister may appoint a competent person to hold the investigation, and may appoint any person or persons possessing legal or special knowledge to act as assessor or assessors in holding the investigation.

(II) The person or persons so appointed (hereinafter called the court) shall hold the investigation in open court, in such manner and under such conditions as the court may think most effectual for ascertaining the causes and circumstances of the explosion or accident, and enabling the court to make the report in this section mentioned.

(III) The court shall have for the purpose of the investigation all the powers of a Court of Petty Sessions when acting as a court in hearing informations for offences against this Act, and all the powers of an inspector under this Act, and in addition the following powers, namely:

(*a*) Power to enter and inspect any place or building, the entry or inspection whereof appears to the court requisite for the said purpose.

(*b*) Power, by summons signed by the court, to require the attendance of all such persons as it thinks fit to call before it and examine for the said purpose, and for that purpose to require answers or returns to such inquiries as it thinks fit to make.

(*c*) Power to require the production of all books, papers, plans, and documents which it considers important for the said purpose.

(*d*) Power to administer an oath and require any person examined to make and sign a declaration of the truth of the statements made by him in his examination.

(IV) Persons attending as witnesses before the court shall be allowed such expenses as would be allowed to witnesses attending before the Supreme Court; and in case of dispute

Section 25—"Arbitration"—
Unanimously agree to substitution of new subsection (III)

as to the amount to be allowed, the same shall be referred by the court to the Prothonotary, who, on request signed by the court, shall ascertain and certify the proper amount of the expenses.

(v) The court holding an investigation under this section shall make a report to the Minister, stating the causes of the explosion or accident and its circumstances, and adding any observations which the court thinks right to make.

(vi) All expenses incurred in and about an investigation under this section (including the remuneration of any person appointed to act as assessor) shall be deemed to be part of the expenses of the Minister in the execution of this Act.

(vii) Any person who without reasonable excuse (proof whereof shall lie on him) either fails, after having had the expenses (if any) to which he is entitled tendered to him, to comply with any summons or requisition of a court holding an investigation under this section, or prevents or impedes the court in the execution of its duty, shall for every such offence be liable to a fine not exceeding ten pounds, and in the case of a failure to comply with a requisition for making any return or producing any document shall be liable to a fine not exceeding ten pounds for every day that such failure continues.

~~26.~~ **24.** The Minister may cause any special report of an inspector or any report of a court, under this part of this Act, to be made public at such time and in such manner as he may think fit. Publication of reports.

Arbitration.

~~27.~~ **25.** With respect to arbitrations under this Act, the following provisions shall have effect, ~~notwithstanding anything to the contrary contained in the "Arbitration Act, 1892,"~~ **and except where they are inconsistent with the provisions of this Act the provisions of the "Arbitration Act, 1892," shall apply to arbitrations under this Act:—** Provisions as to arbitrations.

[*Commission.*]

25. With respect to arbitrations under this Act, the following provisions shall have effect, and except where they are inconsistent with the provisions of this Act the provisions of the "Arbitration Act, 1892," shall apply to arbitrations under this Act:— Provisions as to arbitrations.

(i) The parties to the arbitration are in this section deemed to be the owner, agent, or manager of the mine on the one hand, and the inspector of mines (on behalf of the Minister) on the other.

(ii) Each of the parties to the arbitration may, within fourteen days after the date of the reference, appoint an arbitrator.

(iii) No person shall act as arbitrator or umpire under this Act who is employed in, or in the management of, or is interested in the mine to which the arbitration relates.

New subsection (iii) *Every person who is appointed an arbitrator under this section shall be a practical mining engineer or a person accustomed to the working of mines, and no person shall act as arbitrator or umpire, under this Act, who is employed in, or in the management of, or is interested in the mine to which the arbitration relates.*

Subsection (XII)—

Unanimously agree to substitution of new subsection (XII).

(IV) The appointment of an arbitrator under this section shall be in writing, and notice of the appointment shall be forthwith sent to the other party to the arbitration, and shall not be revoked without the consent of that party.

(V) The death, removal, or other change in any of the parties to the arbitration shall not affect the proceedings under this section.

(VI) If within the said fourteen days either of the parties fails to appoint an arbitrator, the arbitrator appointed by the other party may proceed to hear and determine the matter in difference, and in that case the award of the single arbitrator shall be final.

(VII) If before an award has been made any arbitrator appointed by either party dies or becomes incapable to act, or for seven days refuses or neglects to act, the party by whom such arbitrator was appointed may appoint some other person to act in his place, and if he fails to do so within seven days after notice in writing from the other party for that purpose, the remaining arbitrator may proceed to hear and determine the matter in difference, and in that case the award of the single arbitrator shall be final.

(VIII) In either of the foregoing cases where an arbitrator is empowered to act singly on one of the parties failing to appoint, the party so failing may, before the single arbitrator has actually proceeded in the arbitration, appoint an arbitrator, who shall then act as if no failure had occurred.

(IX) If the arbitrators fail to make their award within twenty-one days after the day on which the last of them was appointed, or within such extended time (if any) as may have been appointed for that purpose by both arbitrators under their hands, the matter in difference shall be determined by the umpire appointed as hereinafter mentioned.

(X) The arbitrators, before they enter on the matter referred to them, shall appoint, by writing under their hands, an umpire to decide on points on which they may differ.

(XI) If the umpire dies or becomes incapable of acting before he has made his award, or refuses to make his award within a reasonable time after the matter has been brought within his cognizance, the persons or person who appointed such umpire shall forthwith appoint another umpire in his place.

[*Commission.*]

(XII) If the arbitrators refuse or fail, or for seven days after the request of either party neglect to appoint an umpire, then, on the application of either party, an umpire may be appointed by the Chairman of the General or Quarter Sessions of the Peace within the jurisdiction of which the mine or any shaft of the mine is situate.

New subsection (XII) *If the arbitrators refuse or fail, or for seven days after the request of either party neglect to appoint an umpire, then, on the application of either party, an umpire shall be appointed by the Minister, and such umpire shall be a District Court Judge or a Chairman of the General or Quarter Sessions of the Peace within the jurisdiction of which the mine or any shaft of the mine is situate.*

Subsection (XVIII)—

Unanimously agree to expunge this subsection.

(XIII) The decision of every umpire on the matters referred to him shall be final.

(XIV) If a single arbitrator fails to make his award within twenty-one days after the day on which he was appointed, the party who appointed him may appoint another arbitrator to act in his place.

(XV) Arrangements shall, whenever practicable, be made for the matter in difference being heard at the same time, before the arbitrators and the umpire.

(XVI) The arbitrators and the umpire, or any of them, may examine the parties and their witnesses on oath, and may also consult any counsel, engineer, or scientific person whom they may think it expedient to consult.

(XVII) The payment, if any, to be made to any arbitrator or umpire for his services shall be fixed by the Minister, and, together with the costs of the arbitration and award, shall be paid by the parties, or one of them, according as the award may direct. Such costs may be taxed by the Prothonotary, who, on the written application of either of the parties, shall ascertain and certify the proper amount thereof. The amount, if any, payable by the Minister shall be paid as part of the expenses of inspectors under this Act. The amount, if any, payable by the owner, agent, or manager, may, in the event of non-payment, be recovered in the same manner as fines under this Act.

(XVIII) Every person who is appointed an arbitrator ~~or umpire~~ under this section shall be a practical mining engineer, or a person accustomed to the working of mines, **and every person who is appointed an umpire under this section shall be a District Court Judge, a Police or Stipendiary Magistrate, or a Barrister-at-Law**; but when an award has been made under this section the arbitrator or umpire who made it shall be deemed to have been duly qualified as provided by this section.

[*Commission.*]

(XVIII) Every person who is appointed an arbitrator ~~or umpire~~ under this section shall be a practical mining engineer, or a person accustomed to the working of mines, **and every person who is appointed an umpire under this section shall be a District Court Judge, a Police or Stipendiary Magistrate, or a Barrister-at-Law**; but when an award has been made under this section the arbitrator or umpire who made it shall be deemed to have been duly qualified as provided by this section.

Coroners.

~~28.~~ **26.** With respect to coroners' inquests on the bodies of persons whose death may have been caused by explosions or accidents in or about mines, the following provisions shall have effect :— *Provisions as to coroners' inquests on deaths from accidents in mines.*

(I) Where a coroner holds an inquest on the body of any person whose death may have been caused by any explosion or accident, of which notice is required by this Act to be given to the inspector of the district, the coroner shall adjourn the inquest, unless an inspector, or some person on behalf of the Minister, is present to watch the proceedings.

(II) The coroner, at least four days before holding the adjourned inquest, shall send to the inspector for the district notice in writing of the time and place of holding the adjourned inquest.

(III) The coroner, before the adjournment, may take evidence to identify the body, and may order the interment thereof.

(IV) If an explosion or accident has not occasioned the death of more than one person, and the coroner has sent to the inspector of the district notice of the time and place of holding the inquest at such time as to reach the inspector not less than twenty-four hours before the time of holding the same, it shall not be imperative on him to adjourn the inquest in pursuance of this section if the majority of the jury think it unnecessary so to adjourn.

(V) An inspector shall be at liberty at any such inquest to examine any witness, subject nevertheless to the order of the coroner.

(VI) Where evidence is given at an inquest at which an inspector is not present of any neglect as having caused or contributed to the explosion or accident, or of any defect in or about the mine appearing to the coroner or jury to require a remedy, the coroner shall send to the inspector of the district notice in writing of such neglect or defect.

(VII) Any person having a personal interest in, or employed in, or in the management of the mine in which the explosion or accident occurred shall not be qualified to serve on the jury empannelled on the inquest; and it shall be the duty of the constable or other officer not to summon any person disqualified under this provision, and it shall be the duty of the coroner not to allow any such person to be sworn or to sit on the jury.

(VIII) Any relative of any person whose death may have been caused by the explosion or accident with respect to which the inquest is being held, and the owner, agent, or manager of the mine in which the explosion or accident occurred, and any person appointed by the order in writing of the majority of the workmen employed at the said mine, shall be at liberty to attend and examine any witness, either in person or by his counsel, solicitor, or agent.

Every person who fails to comply with the provisions of this section shall be guilty of an offence against this Act.

3. *Returns, Plan, Notices, and Abandonment.*

Returns by owner, agent, or manager of mine.

~~29.~~ **27.** (I) On or before the twenty-first day of January in every year, the owner, agent, or manager of every mine shall send to the inspector of the district on behalf of the Minister a correct return, specifying, with respect to the year ending on the preceding thirty-first day of December, the particulars contained in the form in Schedule ~~Two~~ **Three** to this Act, or in such other form as may from time to time be prescribed in lieu of that form by the Minister: Provided that in the case of any mine which is not required by this Act to be under the control of a certificated manager, a return shall not be required of the particulars contained in Part B of the said form, unless or until the Minister otherwise prescribes.

(II) Forms for the purpose of the returns required by this section shall from time to time, on application, be furnished by the inspector on behalf of the Minister.

Section 28—" Plan of mine to be kept at office."

President and Mr. Gregson agree to the substitution of new subsection (I), and the elimination of subsection (III).

Mr. Curley agrees with President and Mr. Gregson, but considers that boreholes should be included and shown on the plan.

(III) The Minister may publish the aggregate results of the returns made under this section with respect to the whole Colony or any particular inspector's district, or any large portion of an inspector's district, and so much of any individual return as does not relate to the quantity of mineral gotten or wrought; but the portion of any individual return relating to the quantity of mineral gotten or wrought shall not be published without the consent of the person making the return, or of the owner of the mine to which it relates; and no person except an inspector, or the Minister, or the Under Secretary shall be entitled, without such consent, to see such portion as aforesaid of any individual return.

(IV) Every owner, agent, or manager of a mine who fails to comply with this section or makes any return which is to his knowledge false in any particular shall be guilty of an offence against this Act.

Plan of mine to be kept at office.

~~30.~~ **28.** (I) The owner, agent, or manager of every mine shall keep in the office at the mine an accurate plan of the workings of the mine, showing the workings up to a date not more than ~~three~~ **six** months previously, and the general direction and rate of dip of the strata, together with a section of the strata sunk through, or if that be not reasonably practicable, a statement of the depth of the shaft, with a section of the seam.

[*Commission.*]

Plan of mine to be kept at office.

28. (I) *The owner, agent, or manager of every mine shall keep in the office at the mine an accurate plan of the workings of the mine, showing the workings up to a date not more than three months previously, and the general direction and rate of dip of the strata, together with a section of the strata sunk through, or if that be not reasonably practicable, a statement of the depth of the shaft, with a section of the seam, and in addition to the abovementioned plan there shall also be provided a tracing of a surface plan on the same scale showing thereon all streets, roads, buildings, creeks, rivers, bays, swamps, navigable waters, and limits of any tidal waters within the said boundary.*

(II) The owner, agent, or manager of the mine shall, on request at any time of an inspector under this Act, produce to him at the office at the mine such plan and section, and shall also on the like request mark on such plan and section the then state of the workings of the mine; and the inspector shall be entitled to examine the plan and section, and for official purposes only to make a copy of any part thereof respectively.

(III) The plan of the workings shall have delineated on it the position of all shafts and boreholes sunk within the colliery surface boundary, with the depth to and thickness of the coal-seam passed through written alongside any shaft or borehole; and in addition to the plan hereinbefore provided for, there shall also be so provided, if required, a surface plan on the same scale showing thereon all streets, roads, buildings, creeks, rivers, bays, swamps, navigable waters, and limits of any tidal waters within the said boundary.

[*Commission.*]

(III) The plan of the workings shall have delineated on it the position of all shafts and boreholes sunk within the colliery surface boundary, with the depth to and thickness of the coal-seam passed through written alongside any shaft or borehole; and in addition to the plan hereinbefore provided for, there shall also be so

Subsection (v)—

Commission unanimously agrees to substitution of new subsection.

Section 29—"Notice to be given of accidents in mines."

President and Mr. Gregson agree that the section shall stand as amended by the Legislative Council with the addition of the word "of" before the words "any explosive" in line 3.

Mr. Curley dissents; cannot agree to the insertion of the word "serious" owing to the laxness in the past in reporting accidents which, in his opinion, should have been reported, and unnoticed in other cases in the annual statement, although reported to the Inspector of Collieries; also considers that the word "forthwith" should be retained in the clause.

provided, if required, a surface plan of the same scale showing thereon all streets, roads, buildings, creeks, rivers, bays, swamps, navigable waters, and limits of any tidal waters within the said boundary.

(~~iv~~ **iii**) If the owner, agent, or manager of any mine fails to keep, or wilfully refuses to produce or allow to be examined, the plan and section aforesaid, or wilfully withholds any portion thereof, or wilfully refuses on request, to mark thereon the state of the workings of the mine, or conceals any part of those workings, or produces an imperfect or inaccurate plan or section, he shall (unless he shows that he was ignorant of the concealment, imperfection, or inaccuracy) be guilty of an offence against this Act; and further, the inspector may by notice in writing (whether a penalty for the offence has or has not been inflicted) require the owner, agent, or manager to cause an accurate plan and section, showing the particulars hereinbefore required, to be made within a reasonable time at the expense of the owner of the mine. Every such plan must be on a scale of not less than two chains to the inch or on the same scale as the plan for the time being in use at the mine.

(~~v~~ **iv**) If the owner, agent, or manager fails within twenty days after the requisition of the inspector, or within such further time as may be allowed by the Minister, to cause such plan and section to be made as hereby required, he shall be guilty of an offence against this Act.

(~~vi~~ **v**) Every copy ~~or tracing,~~ as aforesaid, shall be deposited in the principal office of the Department of Mines and Agriculture, and, except as evidence in a Court, no copy ~~or tracing~~ thereof shall be furnished nor information in relation thereto given, nor shall such plans ~~or tracings~~ be open to inspection unless the Minister shall order that any owner or lessee of the land or of the surface thereof, or the officer of any municipality whose rights or interests may be affected by the working of the mine be permitted to see such portion of any plan ~~or tracing~~ as affects the right or interest of such owner, lessee, or municipality.

[*Commission.*]

(v) *Every copy as aforesaid shall be deposited in the principal office of the Department of Mines and Agriculture, and, except as evidence in a Court, no copy thereof shall be furnished nor information in relation thereto given; but if, on the complaint of any owner or lessee of the surface, or the accredited officer of any municipality, that his or their rights or interests may be affected by the working of the mine, the Minister thinks fit so to direct, the inspector shall furnish a tracing of such part of the workings as are situated under the surface in respect of which complaint has been made.*

(~~vii~~ **vi**) If any officer shall furnish any copy, tracing, or information, or shall allow any person to inspect any such plan or tracing, unless directed by the Minister **as aforesaid**, he shall be guilty of an offence against this Act.

~~31.~~ **29.** Where in or about any mine, whether above or below ground, either:— Notice to be given of accidents in mines.

(1) Loss of life or any personal injury whatever to any person employed in or about the mine occurs by reason of any explosion of gas, or any explosive, or of any steam boiler; or loss of life or any **serious** personal injury to any person

Section 30—"Notice to be given of opening and abandonment of mine."
Unanimously agree to adopt amendment in subsection (IV) "within one month."

employed in or about the mine occurs by reason of any accident whatever, the owner, agent, or manager of the mine shall, ~~forthwith but not later than~~ within twenty-four hours next after the explosion or accident, send notice in writing of the explosion or accident and of the loss of life or personal injury occasioned thereby to the inspector of the district on behalf of the Minister, and shall specify in the notice the character of the explosion or accident, and the number of persons killed or injured respectively.

[*Commission.*]

Notice be given of accidents in mines.

(I) Loss of life or any personal injury whatever to any person employed in or about the mine occurs by reason of any explosion of gas, or of any explosive, or of any steam boiler; or loss of life or any serious personal injury to any person employed in or about the mine occurs by reason of any accident whatever, the owner, agent, or manager of the mine shall, within twenty-four hours next after the explosion or accident, send notice in writing of the explosion or accident and of the loss of life or personal injury occasioned thereby to the inspector of the district on behalf of the Minister, and shall specify in the notice the character of the explosion or accident, and the number of persons killed or injured respectively.

(II) Where loss of life or serious personal injury has immediately resulted from an explosion or accident, the place where the explosion or accident occurred shall be left as it was immediately after the explosion or accident, until the expiration of at least three days after the sending of such notice as aforesaid of such explosion or accident, or until the visit of the place by an inspector, whichever first happens, unless compliance with this enactment would tend to increase or continue a danger, or would impede the working of the mine.

(III) Where any personal injury, of which notice is required to be sent under this section, results in the death of the person injured, notice in writing of the death shall be sent to the inspector of the district on behalf of the Minister within twenty-four hours after such death comes to the knowledge of the owner, agent, or manager.

Every owner, agent, or manager who fails to act in compliance with this section shall be guilty of an offence against this Act.

Notice to be given of opening and abandonment of mine.

~~32.~~ **30.** In any of the following cases, namely:—

(I) Where any working is commenced for the purpose of opening a new shaft for or a seam of any mine.

(II) Where a shaft or seam of any mine is abandoned, or the working thereof discontinued.

(III) Where the working of a shaft or a seam of any mine is recommenced after any abandonment or discontinuance for a period exceeding two months; or

(IV) Where any change occurs in the name of any mine, or in the name of the owner, agent, or manager of any mine to which this Act applies, or in the principal officers of any incorporated company which is the owner of a mine;

the owner, agent, or manager of the mine shall give notice thereof to the inspector of the district ~~forthwith~~ **within one month** after the commencement, abandonment, discontinuance, recommencement, or change; and if such notice is not given, the owner, agent, or manager shall be guilty of an offence against this Act.

[*Commission.*]

the owner, agent, or manager of the mine shall give notice thereof to the inspector of the district within one month after the commencement, abandonment, discontinuance, recommencement, or change; and if such notice is not given, the owner, agent, or manager shall be guilty of an offence against this Act.

Fencing in case of abandoned mine.

~~33.~~ **31.** (I) Where any mine is abandoned or the working thereof discontinued, at whatever time the abandonment or discontinuance occurred, the owner thereof and every other person interested in the minerals of the mine shall cause the top of every shaft and every side entrance from the surface to be and to be kept securely fenced for the prevention of accidents: Provided that,—

(*a*) Subject to any contract to the contrary, the owner of the mine shall, as between himself and any other person interested in the minerals of the mine, be liable to carry into effect this section, and to pay any costs, charges, and expenses incurred by any other person interested in the minerals of the mine in carrying this section into effect.

(*b*) Nothing in this section shall exempt any person from any liability under any other Act or otherwise.

(II) If any person fails to act in conformity with this section, he shall be guilty of an offence against this Act.

(III) No person shall be precluded by any agreement from doing, or be liable under any contract to any damages, penalty, or forfeiture for doing such acts as may be necessary in order to comply with the provisions of this section.

(IV) If any occupier of land or other person wilfully obstructs the owner of a mine or other person interested as aforesaid in doing any such acts, he shall be guilty of an offence against this Act.

(V) Any shaft or side entrance which is not fenced as required by this section, and is within fifty yards of any highway, road, footpath, or place of public resort, or is in open or unenclosed land, shall be deemed to be a public nuisance.

Plan of abandoned mine or seam to be sent to Minister.

~~34.~~ **32.** (I) Where any mine or seam is abandoned, the owner of the mine or seam at the time of its abandonment shall, within three months after the abandonment, send to the Minister an accurate plan showing the boundaries, **the whole** of the workings of the mine or seam up to the time of the abandonment, and the position of the workings with regard to the surfaces~~,~~ and the general direction and rate of dip of the strata, together with a section of the strata sunk through, or if that is not reasonably practicable, a statement of the depth of the shaft, with a section of the seam. Every such plan must be on a scale of not less than two chains to the inch, or on the same scale as the plan used at the mine at the time of its abandonment.

(II) The plan and section shall be preserved under the care of the Minister; but no person, except as provided in section ~~twenty-nine~~ **twenty-eight**, other than an inspector under this Act, shall be entitled, without the consent of the owner **or agent** of the mine or seam, to see the plan when so sent until after the expiration of ten years from the time of the abandonment.

Section 36—"Hours of employment."

President and Mr. Gregson agree that this section shall be expunged, for reasons given in the Report of the Commission.

Mr. Curley dissents: in favour of section standing as originally drafted; considers miners have no guarantee what hours they may be called upon to work, having been requested to work on several occasions, in one district, more than the usual time. Pay Saturday institution has been set aside in the same district, at certain collieries; while, in another district, a manager called upon the miners to work on Sunday. The coal trade of the Colony is too expansive in its operations to suffer by any such reasonable regulation, and it would in no way limit satisfactory commercial results.

Section 34—"Regulations as to employment of boys."

President and Mr. Gregson agree that the section shall stand as drafted and amended.

Mr. Curley dissents; considers that boys should not work longer than eight hours.

(III) The owner **or agent** aforesaid shall also, within three months of the abandonment of the mine or seam, send to the inspector of the district, on behalf of the Minister, a correct return specifying, with respect to the period which has elapsed since the expiration of the year covered by the last annual return made under this Act, the particulars required in that return, and the provisions of this Act with respect to the said annual return shall apply to the return so sent.

(IV) If the owner **or agent** of a mine or seam fails to comply with this section he shall be guilty of an offence against this Act, and be liable to a fine not exceeding thirty pounds.

(V) A complaint or information of an offence under this section may be made or laid at any time within six months after abandonment of the mine or seam, or after service on the owner **or agent** aforesaid of a notice to comply with the requirements of this section, whichever last happens.

~~35.~~ **33.** All notices under this Act shall (unless expressly required to be in print) be in either writing or print (including lithograph), or partly in writing and partly in print (including lithograph), and all notices and documents required by this Act to be served or sent by or to an inspector may be either delivered personally, or served and sent by post by a ~~prepaid~~ **registered** letter, and if served or sent by post, shall be deemed to have been served and received respectively at the time when the letter containing the same would be delivered in the ordinary course of post; and in proving such service or sending, it shall be sufficient to prove that the letter containing the notice was properly addressed and put into the post. Service of notices.

~~4. Employment of Male Persons.~~

36. No person shall, except in case of emergency or when life or property are in danger, be employed below ground in any mine for more than eight hours on Monday, Tuesday, Wednesday, Thursday, and Friday, and for more than six hours on each alternate Saturday: And no person so employed below ground shall be employed in drawing or hewing coal on the pay Saturday, save and excepting the drawing of small coal necessary for the ventilation of the mine during the succeeding fortnight; and any contravention of this section by any person whomsoever shall be deemed an offence against this Act. Hours of employment.

[*Commission.*]

~~4. Employment of Male Persons.~~

36. No person shall, except in case of emergency or when life or property are in danger, be employed below ground in any mine for more than eight hours on Monday, Tuesday, Wednesday, Thursday, and Friday, and for more than six hours on each alternate Saturday: And no person so employed below ground shall be employed in drawing or hewing coal on the pay Saturday, save and excepting the drawing of small coal necessary for the ventilation of the mine during the succeeding fortnight; and any contravention of this section by any person whomsoever shall be deemed an offence against this Act. Hours of employment.

4. *Employment of Boys and Females.*

~~37.~~ **34.** (I) Subject to the provisions of section ~~thirty-eight~~ **thirty-five** of this Act (dealing with the employment of boys), no boy under the age of fourteen years and no female shall be employed in or about a mine. **And no boys between the age of fourteen years and eighteen years shall be employed in or allowed to be, for the purpose of employment, in any mine below ground for more than ten hours on Monday, Tuesday, Wednesday, Thursday, Friday, and six hours on one Saturday and eight hours on the next Saturday.** Employment and registration of boys and females. Hours of employment of boys.

Section 35—

Amendments by Legislative Council in this section unanimously agreed to

Section 37—

With the elimination of the words "or contiguous" agreed to unanimously.

For the purpose of this Act, with respect to the employment of such boys in a mine below ground, the following regulations shall have effect, that is to say:— Regulations as to employment of boys.

(i) There shall be allowed an interval of not less than twelve hours between each period of employment.

(ii) Each period of employment shall be inclusive of one hour for meals.

(iii) A week shall be deemed to begin at midnight on Saturday night, and to end at midnight on the succeeding Saturday night.

(II) The owner, agent, or manager of every mine shall keep in the office at the mine a register, and shall cause to be entered in that register, in such form as the Minister may from time to time prescribe or sanction, the name, age, residence, and date of first employment of all boys under the age of eighteen employed in the mine below ground, and of all such boys employed above ground in connection with the mine; and shall on request, produce the register to any inspector under this Act, and to any officer of the Department of Public Instruction, at the mine, at all reasonable times, and shall allow any such inspector or officer to inspect and copy the same.

(III) The immediate employer of every such boy, other than the owner, agent, or manager of the mine, before he causes the boy to be below ground in any mine, shall report to the manager of the mine, or to some person appointed by that manager, that he is about to employ the boy in the mine.

~~38.~~ **35.** The provisions of this Act shall not— Temporary saving for employment of boys, &c.

(I) Prevent a boy under the age of fourteen years who, before the ~~twenty-ninth day of August, one thousand eight hundred and ninety-four,~~ commencement of this Act, is lawfully employed in any mine below ground from continuing to be employed in a mine; nor

(II) Prevent a boy, who before the ~~twenty-ninth day of August, one thousand eight hundred and ninety-four,~~ commencement of this Act, is lawfully employed above ground in connection with any mine from continuing to be employed above ground in connection with a mine; nor

(III) Prevent a competent male person above the age of eighteen years who, before the commencement of this Act, is lawfully employed in working the machinery used for lowering and raising persons in a mine from continuing to be so employed.

~~39.~~ **36.** If any person contravenes or fails to comply with or permits any person to contravene or fail to comply with any provision of this Act with respect to the employment of boys or females, or to the register of boys, or to reporting the intended employment of boys, he shall be guilty of an offence against this Act; and in the event of any such contravention or non-compliance by any person whomsoever, the owner, agent, and manager of the mine shall each be guilty of an offence against this Act, unless he proves that he had taken all reasonable means, by publishing and to the best of his power enforcing the provisions of this Act, to prevent the contravention or non-compliance. Penalty for employment of persons in contravention of Act.

---

5. *Wages, Single Shafts.*

~~40.~~ **37.** (I) No wages shall be paid to any person employed in or about any mine at or within any public-house, beer-shop, or place for the sale of any spirits, beer, wine, cider, or other spirituous or fermented liquor, or other house of entertainment, or any office, garden, or place belonging ~~or contiguous~~ thereto or occupied therewith. Prohibition of payment of wages at public-houses, &c.

Section 38—" Payment of persons employed in mines by weight."
Substitution of new section based on the provision in the English Coal Mines Regulations Act of 1887 agreed to unanimously for the reasons stated in the Report.

[*Commission.*]

~~40.~~ 37. (I) No wages shall be paid to any person employed in or about any mine at or within any public-house, beer-shop, or place for the sale of any spirits, beer, wine, cider, or other spirituous or fermented liquor, or other house of entertainment, or any office, garden, or place belonging thereto or occupied therewith. Prohibition of payment of wages at public-houses, &c.

(II) Every person who contravenes or fails to comply with or permits any person to contravene or fail to comply with this section shall be guilty of an offence against this Act; and in the event of any such contravention or non-compliance by any person whomsoever, the owner, agent, and manager of the mine shall each be guilty of an offence against this Act, unless he proves that he had taken all reasonable means, by publishing and to the best of his power enforcing the provisions of this section, to prevent the contravention or non-compliance.

~~41.~~ **38.** (I) Where the amount of wages paid to any of the persons employed in a mine depends on the amount of ~~mineral~~ **large coal or shale** gotten by them, those persons shall be paid according to the actual weight **of such large coal or shale** gotten by them, ~~of the mineral contracted to be gotten, and unless otherwise mutually agreed upon all the mineral gotten by them~~ **such weight being ascertained in such manner as may be agreed upon by the owner, agent, or manager of the mine on the one part, and the persons so employed on the other part, and in the absence of such agreement such coal or shale** shall be truly weighed **either at the bottom of the screen** or at a place as near to the pit mouth as is reasonably practicable: Provided that nothing in this section shall preclude the owner, agent, or manager of the mine from agreeing with the persons employed in the mine that deductions shall be made in respect of **small coal,** stones, or substances ~~other than the mineral contracted to be gotten,~~ which shall be sent out of the mine with ~~the mineral contracted to be gotten,~~ **such large coal or shale, or in respect of any tubs being improperly filled in those cases where they are filled by the getter of the large coal or shale, or his drawer, or by the person immediately employed by him,** such deductions being determined in such special mode as may be agreed upon between the owner, agent, or manager of the mine on the one hand, and the persons employed in the mine on the other; or by some person appointed in that behalf by the owner, agent, or manager, or (if any check weigher is stationed for this purpose as hereinafter mentioned) by such person and such check weigher, or in case of difference by a third person to be mutually agreed on by the owner, agent, or manager of the mine on the one hand, and the persons employed in the mine on the other, or in default of agreement appointed by a Chairman of a Court of Quarter Sessions within the jurisdiction of which any shaft of the mine is situate. Payment of persons employed in mines by weight.

[*Commission.*]

~~41.~~ **38.** (I) Where the amount of wages paid to any of the persons employed in a mine depends on the amount of ~~mineral~~ **large coal or shale** gotten by them, those persons shall be paid according to the actual weight **of such large coal or shale** gotten by them, ~~of the mineral contracted to be gotten, and unless otherwise mutually agreed upon all the mineral gotten by them~~ **such weight being ascertained in such manner as may be agreed upon by the owner, agent, or manager of the mine on the one part, and the persons so employed on the other part, and in the absence of such agreement such coal or shale** shall be truly weighed **either at the bottom of the screen or** at a place as near to the pit mouth Payment of persons employed in mines by weight.

as is reasonably practicable: Provided that nothing in this section shall preclude the owner, agent, or manager of the mine from agreeing with the persons employed in the mine that deductions shall be made in respect of **small coal**, stones, or substances ~~other than the mineral contracted to be gotten,~~ which shall be sent out of the mine with ~~the mineral contracted to be gotten,~~ **such large coal or shale, or in respect of any tubs being improperly filled in those cases where they are filled by the getter of the large coal or shale, or his drawer, or by the person immediately employed by him**, such deductions being determined in such special mode as may be agreed upon between the owner, agent, or manager of the mine on the one hand, and the persons employed in the mine on the other; or by some person appointed in that behalf by the owner, agent, or manager, or (if any check weigher is stationed for this purpose as hereinafter mentioned) by such person and such check weigher, or in case of difference by a third person to be mutually agreed on by the owner, agent, or manager of the mine on the one hand, and the persons employed in the mine on the other, or in default of agreement appointed by a Chairman of a Court of Quarter Sessions within the jurisdiction of which any shaft of the mine is situate.

38. (I) *Where the amount of wages paid to any of the persons employed in a mine depends on the amount of mineral gotten by them, those persons shall be paid according to the actual weight gotten by them of the mineral contracted to be gotten, and the mineral gotten by them shall be truly weighed at a place as near to the pit mouth as is reasonably practicable: Provided that nothing in this section shall preclude the owner, agent, or manager of the mine from agreeing with the persons employed in the mine that deductions shall be made in respect of stones or substances other than the mineral contracted to be gotten, which shall be sent out of the mine with the mineral contracted to be gotten, or in respect of any tubs being improperly filled in those cases where they are filled by the getter of the mineral or his drawer, or by the person immediately employed by him, such deductions being determined in such special mode as may be agreed upon between the owner, agent, or manager of the mine on the one hand, and the persons employed in the mine on the other; or by some person appointed in that behalf by the owner, agent, or manager, or (if any check weigher is stationed for this purpose as hereinafter mentioned) by such person and such check weigher, or in case of difference by a third person to be mutually agreed on by the owner, agent, or manager of the mine on the one hand, and the persons employed in the mine on the other, or in default of agreement appointed by a Chairman of a Court of General or Quarter Sessions within the jurisdiction of which any shaft of the mine is situate.*

(II) If any person contravenes or fails to comply with, or permits any person to contravene or fail to comply with this section, he shall be guilty of an offence against this Act; and in the event of any such contravention or non-compliance by any person whomsoever, the owner, agent, and manager of the mine shall each be guilty of an offence against this Act, unless he proves that he had taken all reasonable means by publishing and to the best of his power enforcing the provisions of this section to prevent the contravention or non-compliance.

Subsection (III)—

The elimination of words "that," "passing," and "But nothing herein contained shall be held to affect the power of any owner or manager of a mine to pay miners by the method known as the standard bar system," unanimously agreed to for reasons given in the Report.

Subsection (IV)—

The substitution of the word "twenty" for "thirty" unanimously agreed to.

Section 40—"Appointment on part of men and removal of check-weigher."

The substitution of new subsections (I), (II), and (III) unanimously agreed to for reasons given in the Report.

(III) ~~That~~ Nothing in this Act shall be held to authorise or give any power to any owner or manager of a mine to pay miners by the method known as the standard weight system, and from and after the ~~passing~~ **commencement** of this Act that system shall be and is hereby abolished. **But nothing herein contained shall be held to affect the power of any owner or manager of a mine to pay miners by the method known as the standard bar system.**

(IV) Where it is proved to the satisfaction of the Minister, in the case of any mine or class of mines employing not more than ~~twenty~~ **thirty** persons under ground, to be expedient that the persons employed therein should, upon the joint representation of the owner or owners of any such mine or class of mines and the said persons, be paid by any method other than that provided by this Act, such Minister may, if he think fit, by order allow the same either without conditions or during the time and on the conditions specified in the order.

[*Commission.*]

(III) Nothing in this Act shall be held to authorise or give any power to any owner or manager of a mine to pay miners by the method known as the standard weight system, and from and after the commencement of this Act that system shall be and is hereby abolished.

(IV) Where it is proved to the satisfaction of the Minister, in the case of any mine or class of mines employing not more than twenty persons under ground, to be expedient that the persons employed therein should, upon the joint representation of the owner or owners of any such mine or class of mines and the said persons, be paid by any method other than that provided by this Act, such Minister may, if he think fit, by order allow the same either without conditions or during the time and on the conditions specified in the order.

Agent may be summoned for wages.

~~42.~~ **39.** Whenever any sum of money not exceeding fifty pounds shall be claimed to be due to any person on account of any kind of labour performed at any colliery in charge of owner or agent it shall be lawful for any Justice or Clerk of Petty Sessions, upon complaint made to him touching or concerning the non-payment of any such sum, to summon such owner or agent to appear before any two Justices at the nearest Petty Sessions, and the Justices there assembled may examine the parties and their respective witnesses touching the complaint, and may inspect any agreement or duplicate copy thereof if produced, and may make an order for the payment by such owner or agent of any sum not exceeding fifty pounds, as shall appear to such Justices lawfully due, together with all costs incurred and damage sustained by the complainant in prosecuting such claim, and in case of refusal or non-payment of any sum so ordered to be paid by such owner or agent, then such Justices shall issue their warrant to levy the same by distress and sale of all or a sufficient part of the goods, chattels, colliery produce, plant, rolling-stock, horses, and machinery of or belonging to the owner of such colliery: Provided always that no person making default in payment under this section shall be liable to imprisonment, any law to the contrary notwithstanding.

Appointment on part of men, and removal of check weigher.

~~43.~~ **40.** (I) The persons who are employed in a mine, and are paid according to the weight of the ~~mineral~~ **large coal or shale** gotten by them, may, at their own cost, station a person **who shall be an employee of the colliery** (in this Act referred to as "a check weigher") at each place appointed for **weighing the large coal or shale, and at each place**

appointed for determining the deductions, in order that he may, on behalf of the persons by whom he is so stationed, take a correct account of the weight of the ~~mineral,~~ **large coal or shale,** or determine correctly the deductions, as the case may be.

[*Commission.*]

Appointment on part of men, and removal of check weigher.

40. (I) *The persons who are employed in a mine, and are paid according to the weight of the mineral gotten by them, may, at their own cost, station a person (in this Act referred to as "a check weigher") at each place appointed for the weighing of the mineral, and at each place appointed for determining the deductions, in order that he may, on behalf of the persons by whom he is so stationed, take a correct account of the weight of the mineral, or determine correctly the deductions, as the case may be. He shall be authorised to require that the process of weighing shall be carried on continuously throughout the working hours during the whole time that the pit is drawing coal.*

(II) A check weigher shall have every facility afforded to him for enabling him to fulfil the duties for which he is stationed, including facilities for examining and testing the weighing machine, and checking the ~~tareing of tubs and trams~~ **weights** where necessary; and if at any mine proper facilities are not afforded to a check weigher as required by this section, the owner, agent, and manager of the mine shall each be guilty of an offence against this Act, unless he proves that he had taken all reasonable means to enforce to the best of his power the requirements of this section.

(III) A check weigher shall not be authorised in any way to impede or interrupt the working of the mine, or to interfere with the weighing, or with any of the workmen, or with the management of the mine; but shall be authorised only to take such account or determine such deductions as aforesaid, and the absence of a check weigher from the place at which he is stationed shall not be a reason for interrupting or delaying the weighing or the determination of deductions at such place respectively, but the same shall be done or made by the person appointed in that behalf by the owner, agent, or manager, unless the absent check weigher had reasonable ground to suppose that the weighing or the determination of the deductions, as the case may be, would not be proceeded with: Provided always that nothing in this section shall prevent a check weigher giving to any workman an account of the ~~mineral~~ **large coal or shale** gotten by him, or information with respect to the weighing or the weighing machine, ~~or the tareing of the tubs or trams,~~ or with respect to the deductions, or any other matter within the scope of his duties as check weigher, so always, nevertheless, that the working of the mine be not interrupted or impeded.

[*Commission.*]

(II) *A check weigher shall have every facility afforded to him for enabling him to fulfil the duties for which he is stationed, including facilities for examining and testing the weighing machine, and checking the tareing of tubs and trams where necessary, and including also the continuous weighing of the coal; and if at any mine proper facilities are not afforded to a check weigher as required by this section, the owner, agent, and manager of the mine shall each be guilty of an offence against this Act, unless he proves that he had taken all reasonable means to enforce to the best of his power the requirements of this section.*

Subsection (IV)—
Unanimously agreed to as amended by the Commission.

Subsection (VII)—
Unanimously agreed to as amended by the Commission.

Subsection (VIII)—
Unanimously agreed to as amended by the Commission.

(III) *A check weigher shall not be authorised in any way to impede or interrupt the working of the mine, or to interfere with the weighing, or with any of the workmen, or with the management of the mine; but shall be authorised only to fulfil the duties in the two preceding sub-clauses mentioned, and the absence of a check weigher from the place at which he is stationed shall not be a reason for interrupting or delaying the weighing or the determination of deductions at such place respectively, but the same shall be done or made by the person appointed in that behalf by the owner, agent, or manager, unless the absent check weigher had reasonable ground to suppose that the weighing or the determination of the deductions, as the case may be, would not be proceeded with: Provided always that nothing in this section shall prevent a check weigher giving to any workman an account of the mineral gotten by him, or information with respect to the weighing or the weighing machine, or the tareing of the tubs or trams, or with respect to the deductions, or any other matter within the scope of his duties as check weigher, so always, nevertheless, that the working of the mine be not interrupted or impeded.*

(IV) If the owner, agent, or manager of the mine desires the removal of a check weigher on the ground that ~~the check weigher~~ **he** has impeded or interrupted the working of the mine, or interfered with the weighing or with any of the workmen, or with the management of the mine, or has at the mine, to the detriment of the owner, agent, or manager, done anything beyond taking such account, determining such deductions, or giving such information as aforesaid, ~~he~~ **the owner, agent, or manager** may complain to ~~a court of summary jurisdiction~~ **the nearest Court of Petty Sessions** who, if of opinion that the owner, agent, or manager shows sufficient *prima facie* ground for the removal of the check weigher, shall call on the check weigher to show cause against his removal.

(V) On the hearing of the case the Court shall hear the parties, and if they think that at the hearing sufficient ground is shown by the owner, agent, or manager to justify the removal of the check weigher, shall make a summary order for his removal, and the check weigher shall thereupon be removed, but without prejudice to the stationing of another check weigher in his place.

(VI) The Court may in every case make such order as to the costs of the proceedings as the Court may think just.

(VII) If, in pursuance of any order of exemption made by the Minister, the persons employed in a mine are paid by the measure or gauge of the ~~material~~ **large coal or shale** gotten by them, the provisions of this Act shall apply in like manner as if the term "weighing" included measuring and gauging, and the terms relating to weighing shall be construed accordingly.

(VIII) If the person appointed by the owner, agent, or manager to weigh the ~~mineral~~ **large coal or shale** impedes or interrupts the check weigher in the proper discharge of his duties, or improperly interferes with or alters the weighing machine ~~or the tare~~ in order to prevent a correct account being taken of the weighing ~~and tareing,~~ he shall be guilty of an offence against this Act.

[*Commission.*]

(IV) If the owner, agent, or manager of the mine desires the removal of a check weigher on the ground that the check weigher has impeded or interrupted the working of the mine, or interfered with the weighing or with any of the workmen, or with the management of the mine, or has at the mine, to the detriment of the owner, agent, or

Section 41—"Remuneration of check-weigher."
Unanimously agreed to as amended by the Commission.

Section 42—"Weights, &c., used in mines."
Unanimously agreed to as amended by the Commission.

manager, done anything beyond taking such account, determining such deductions, or giving such information as aforesaid, the owner, agent, or manager may complain to the nearest Court of Petty Sessions who, if of opinion that the owner, agent, or manager shows sufficient *prima facie* ground for the removal of the check weigher, shall call on the check weigher to show cause against his removal.

(v) On the hearing of the case the Court shall hear the parties, and if they think that at the hearing sufficient ground is shown by the owner, agent, or manager to justify the removal of the check weigher, shall make a summary order for his removal, and the check weigher shall thereupon be removed, but without prejudice to the stationing of another check weigher in his place.

(vi) The Court may in every case make such order as to the costs of the proceedings as the Court may think just.

(vii) If in pursuance of any order of exemption made by the Minister, the persons employed in a mine are paid by the measure or gauge of the material gotten by them, the provisions of this Act shall apply in like manner as if the term "weighing" included measuring and gauging, and the terms relating to weighing shall be construed accordingly.

(viii) If the person appointed by the owner, agent, or manager to weigh the mineral impedes or interrupts the check weigher in the proper discharge of his duties, or improperly interferes with or alters the weighing machine or the tare in order to prevent a correct account being taken of the weighing and tareing, he shall be guilty of an offence against this Act.

Remuneration of check weigher.

~~44.~~ **41.** (i) Where a check weigher has been appointed by the majority, ascertained by ballot, of the persons employed in a mine who are paid according to the weight of the ~~mineral~~ **large coal or shale** gotten by them, and has acted as such, he may recover from any person for the time being employed at such mine and so paid, his proportion of the check weigher's wages or recompense, notwithstanding that any of the persons by whom the check weigher was appointed may have left the mine or others have entered the same since the check weigher's appointment, any rule of law or equity to the contrary notwithstanding.

[*Commission.*]

Remuneration of check weigher.

41. (i) Where a check weigher has been appointed by the majority, ascertained by ballot, of the persons employed in a mine who are paid according to the weight of the mineral gotten by them, and has acted as such, he may recover from any person for the time being employed at such mine and so paid, his proportion of the check weigher's wages or recompense, notwithstanding that any of the persons by whom the check weigher was appointed may have left the mine or others have entered the same since the check weigher's appointment, any rule of law or equity to the contrary notwithstanding.

(ii) It shall be lawful for the owner or manager of any mine, where the majority of the before-mentioned persons, ascertained as aforesaid, so agree, to retain the agreed contribution of the persons so employed and paid as aforesaid for the check weigher, and to pay and account for the same to the check weigher.

Application of 16 Vict. No. 34, to weights, &c., used in mines.

~~45.~~ **42.** (i) The "Weights and Measures Act," sixteenth Victoria number thirty-four, and any Act relating to weights and measures, shall apply to all weights, balances, scales, steelyards, and weighing machines used at any mine for determining the wages payable to any person employed in the mine according to the weight of the ~~mineral~~

Section 43—"Prohibition of single shafts."

"Fifty yards" and "four feet" unanimously agreed to. Of opinion that the amendments proposed will meet the requirements of the case, having strong testimony in the evidence to this effect.

large coal or shale gotten by him, in like manner as it applies to weights, balances, scales, steelyards, and weighing machines used for ~~buying and selling, or for~~ trade.

(II) An inspector of weights and measures appointed under the said Act shall once at least in every six months inspect and examine in manner directed by the said Act the weights, balances, scales, steelyards, and weighing machines used or in the possession of any person for use as aforesaid at any mine within his district; and shall also make such inspection and examination at any other time in any case where he has reasonable cause to believe that there is in use at the mine any false or unjust weight, balance, scale, steelyard, or weighing machine. ~~or when required by the manager or majority of employers so to do.~~

[*Commission.*]

Application of 16 Vic. No. 34 to weights, &c., used in mines.

42. (I) The "Weights and Measures Act," sixteenth Victoria number thirty-four, and any Act relating to weights and measures, shall apply to all weights, balances, scales, steelyards, and weighing machines used at any mine for determining the wages payable to any person employed in the mine according to the weight of the mineral gotten by him, in like manner as it applies to weights, balances, scales, steelyards, and weighing machines used for trade.

(II) An inspector of weights and measures appointed under the said Act shall once at least in every six months inspect and examine in manner directed by the said Act the weights, balances, scales, steelyards, and weighing machines used or in the possession of any person for use as aforesaid at any mine within his district; and shall also make such inspection and examination at any other time in any case where he has reasonable cause to believe that there is in use at the mine any false or unjust weight, balance, scale, steelyard, or weighing machine.

(III) The inspector shall also inspect and examine the measures and gauges in use at the mines within his district; but nothing in this section shall prevent or interfere with the use of the measures or gauges ordinarily used at the mine.

(IV) An inspector may, for the purposes of this section, without any authorisation from a Justice of the Peace, exercise at or in any mine, as respects all weights, measures, scales, balances, steelyards, and weighing machines used or in the possession of any person for use at or in that mine, all such powers as he could exercise, if authorised in writing by a Justice of the Peace, under the "Weights and Measures Act," with respect to any such weights, measures, scales, balances, steelyards, and weighing machines as therein mentioned; and all the provisions of sections seventeen and eighteen of that Act, including the liability to penalties, shall apply to such inspection.

(V) The inspector of weights and measures shall not, in fulfilling the duties required of him under this section, impede or obstruct the working of the mine.

Single Shafts.

Prohibition of single shafts.

~~46.~~ **43.** (I) After the commencement of this Act the owner, agent, or manager of a mine shall not employ any person in the mine, or permit any person to be in the mine for the purpose of employment therein, unless the following conditions respecting shafts or outlets are complied with, that is to say,—

(*a*) There must be at least two shafts or outlets, with which every seam for the time being at work in the mine shall have a communication, so that such shafts or outlets shall afford

Section 45—"Exceptions from provisions as to shafts."
Fifty yards unanimously agreed to in subsection (III) (*b*).

separate means of ingress and egress available to the persons employed in every such seam, whether the shafts or outlets belong to the same mine or to more than one mine.

(*b*) Such shafts or outlets must not at any point be nearer to one another than ~~fifty~~ **fifteen** yards, and there shall be between such two shafts or outlets a communication not less than ~~six~~ **four** feet wide and six feet high, and in the case of communications made after the commencement of this Act between shafts or outlets, not less than six feet high.

[*Commission.*]

(*b*) Such shafts or outlets must not at any point be nearer to one another than fifty yards, and there shall be between such two shafts or outlets a communication not less than four feet wide and six feet high.

(*c*) Proper apparatus for raising and lowering persons at each such shaft or outlet shall be kept on the works belonging to the mine, and such apparatus if not in actual use at the shafts or outlets shall be constantly available for use.

(II) Every owner, agent, and manager of a mine who acts in contravention of or fails to comply with this section shall be guilty of an offence against this Act.

(III) The Supreme Court, whether any other proceedings have or have not been taken, may, on the application of the Attorney-General, prohibit by injunction the working of any mine in which any person is employed, or is permitted to be for the purpose of employment in contravention of this section, and may award such costs in the matter of the injunction as the Court thinks just; but this provision shall be without prejudice to any other remedy permitted by law for enforcing the provisions of this Act.

(IV) Written notice of the intention to apply for such injunction in respect of any mine shall be given to the owner, agent, or manager of the mine not less than ten days before the application is made.

Agreements not to preclude compliance with Act.

~~47.~~ **44.** No person shall be precluded by any agreement from doing such acts as may be necessary for providing a second shaft or outlet to a mine, where the same is required by this Act, or be liable under any contract to any penalty or forfeiture for doing such acts as may be necessary in order to comply with the provisions of this Act with respect to shafts or outlets.

Exceptions from provisions as to shafts.

~~48.~~ **45.** The foregoing provisions of this Act with respect to shafts or outlets shall not apply—

(I) In the case of a new mine being opened—

(*a*) to any working for the purpose of making a communication between two or more shafts;

(*b*) to any working for the purpose of searching for or proving minerals;

so long as not more than twenty persons are employed below ground at any one time in the whole of the different seams in connection with a single shaft or outlet: nor

(II) To any proved mine so long as it is exempted by order of the Minister on the ground either—

(*a*) that the quantity of mineral proved is not sufficient to repay the outlay which would be occasioned by sinking or making a second shaft or outlet, or by establishing

Section 46—"Division of mine into parts."

The elimination of the word "splits" unanimously agreed to in title.

communication with a second shaft or outlet, in any case where such communication existed and has become unavailable; or

(*b*) that the workings in any seam of the mine have reached the boundary of the property or the extremity of the mineral field of which that seam is a part, and that it is expedient to work away the pillars already formed in course of the ordinary working, notwithstanding that one of the shafts or outlets may be cut off by so working away the pillars of that seam;

and so long as not more than twenty persons are employed below ground at any one time in the whole of the different seams in connection with a single shaft or outlet; nor

(III) To any mine—

(*a*) while a shaft is being sunk, or an outlet being made; or

(*b*) one of the shafts or outlets of which has become, by reason of some accident, unavailable for the use of the persons employed in the mine;

so long as the mine is exempted by order of the Minister, and as the conditions (if any) annexed to the order of exemption are duly observed. The provision in this Act requiring the two shafts or outlets of a mine to be separated by a distance of not less than ~~fifty~~ **fifteen** yards shall not apply to any mine which is provided with two shafts sunk before the ~~first day of October, one thousand eight hundred and ninety-four,~~ **commencement of this Act,** but at that time separated by a distance of less than ten feet, or commenced to be sunk before the commencement of this Act, but separated by a distance of more than ten feet and less than ~~fifty~~ **fifteen** yards. The foregoing provisions of this Act as to the dimensions of the communication between two shafts or outlets shall not apply to any mine or class of mines so long as the same is exempted therefrom by order of the Minister by reason of the thinness of the seams or other exigencies affecting that mine or class of mines, and so long as the conditions (if any) annexed to the order of exemption are duly observed.

[*Commission.*]

so long as the mine is exempted by order of the Minister, and as the conditions (if any) annexed to the order of exemption are duly observed. The provision in this Act requiring the two shafts or outlets of a mine to be separated by a distance of not less than fifty yards shall not apply to any mine which is provided with two shafts sunk before the commencement of this Act, but at that time separated by a distance of less than ten feet, or commenced to be sunk before the commencement of this Act, but separated by a distance of more than ten feet and less than fifty yards. The foregoing provisions of this Act as to the dimensions of the communication between two shafts or outlets shall not apply to any mine or class of mines so long as the same is exempted therefrom by order of the Minister by reason of the thinness of the seams or other exigencies affecting that mine or class of mines, and so long as the conditions (if any) annexed to the order of exemption are duly observed.

---

6. *Division of Mine into* ~~Splits~~ **Parts.**

Division of mine into ~~splits~~ **parts.**

~~49.~~ **46.** (I) Where two or more parts of a mine are worked separately, the owner, agent, or manager of the mine shall give notice in writing to that effect to the inspector of the district, and thereupon each such part shall, for all purposes of this Act, be deemed to be a separate mine.

Subsection (III)—

The elimination of this subsection unanimously agreed to. President and Mr. Curley, for the reason that sufficient provision is made in General Rule 1 as agreed upon by them. Mr. Gregson, for the reason that there should be no such provision in the Bill.

PART II.

General Rules.

Section 47—

Rule 1—"Ventilation of mines."

President and Mr. Curley agree to the insertion of a new rule, for reasons fully stated in the Report.

Mr. Gregson dissents: is of opinion that the rule in the English Coal Mines Act of 1887 covers the whole ground, and that to attempt to define "an adequate amount of ventilation" is productive of difficulties which are likely to tend to destroy the force of the enactment.

(II) If the Minister is of opinion that the division of a mine in pursuance of this section tends to lead to evasion of the provisions of this Act, or otherwise to prevent the carrying of this Act into effect, he may object to the division by notice served on the owner, agent, or manager of the mine; and the owner, agent, or manager, if he declines to acquiesce in such objection, may, within twenty days after receipt of the notice, send a notice to the inspector of the district, stating that he declines so to acquiesce, and thereupon the matter shall be determined by arbitration in manner provided by this Act; and the date of the receipt of the last-mentioned notice shall be deemed to be the date of the reference.

(III) Within six months after the commencement of this Act, every mine, unless worked on the long-wall system, shall be divided into districts or splits of not more than sixty men exclusive of wheelers and horses; and each district shall be supplied with a separate current of fresh air, which shall be taken to within fifteen yards of each working face by brattice or otherwise where gas does not exist, and to within three yards of the working face where gas ~~does exist.~~

[*Commission.*]

(III) Within six month's after the commencement of this Act, every mine, unless worked on the long-wall system, shall be divided into districts or splits of not more than sixty men exclusive of wheelers and horses; and each district shall be supplied with a separate current of fresh air, which shall be taken to within fifteen yards of each working face by brattice or otherwise where gas does not exist, and to within three yards of the working face where gas ~~does exist.~~

PART II.

7. *Rules.*

General Rules.

General rules.

~~50.~~ **47.** The following general rules shall be observed, so far as is reasonably practicable, in every mine:—

Ventilation of mines.

Rule 1. An adequate amount of ventilation (~~not in any case less than one hundred and fifty cubic feet of pure air per minute for each man and each boy, and two hundred cubic feet for each horse employed in the mine~~) shall be constantly produced in every mine, ~~and shall sweep undiminished along the airways and into each working place~~ to dilute and render harmless noxious gases to such an extent that the working places of the shafts, levels, stables, and workings of the mine, and the travelling roads to and from those working places shall be in a fit state for working and passing therein. And no place shall be driven more than ~~twenty five~~ **thirty-five** yards exclusive of the cut-through away from the current of the air without a cut-through being put through, ~~and in single~~ headings, or where gas is known to be generated, it shall be bratticed up to within three yards of the face of such working place: And no return airways shall be used as ~~travelling roads.~~ In the case of mines required by this Act to be under the control of a certificated manager, the quantity of air in the respective splits or currents shall at least once in every month be measured and entered in a book to be kept for the purpose at the mine.

[*Commission.*]

Rule 1. An adequate amount of ventilation (~~not in any case less than one hundred and fifty cubic feet of pure air per minute for each man and each boy, and two hundred cubic feet for each horse employed in the mine~~) shall be constantly produced in every mine, ~~and shall sweep undiminished along the airways and into each working place~~ to dilute and render harmless noxious gases to such an extent that the working places of the shafts, levels, stables, and workings of the mine, and the travelling roads to and from those working places shall be in a fit state for working and passing therein. And no place shall be driven more than ~~twenty-five~~ **thirty-five** yards exclusive of the cut-through away from the current of the air without a cut-through being put through, ~~and in single headings~~, or where gas is known to be generated, it shall be bratticed up to within three yards of the face of such working place: And no return airways shall be used as ~~travelling roads.~~ In the case of mines required by this Act to be under the control of a certificated manager, the quantity of air in the respective splits or currents shall at least once in every month be measured and entered in a book to be kept for the purpose at the mine. Ventilation of mines.

New Rule 1. *An adequate amount of ventilation shall be constantly produced in every mine to dilute and render harmless noxious gases to such an extent that the working places of the shafts, levels, stables, and workings of the mine, and the travelling roads to and from those working places shall be in a fit state for working and passing therein. The ventilation so produced shall be the supply of pure air in quantity not less than one hundred cubic feet per minute for each man, boy, and horse employed in the mine, which (in that proportion but with as much more as the inspector shall direct) shall sweep the face of each and every working place where man, boy, or horse is engaged or passing, main return airways only excepted.* Ventilation of mines.

Every mine, except such as are worked on the long-wall system, shall be divided into districts or splits of not more than seventy men in each; and each district shall be supplied with a separate current of fresh air. The intake air shall travel free from all stagnant water, stables, and old workings. In the case of mines required by this Act to be under the control of a certificated manager, the quantity of air in the respective splits or currents shall at least once in every month be measured and entered in a book to be kept for the purpose at the mine.

Rule 2. Where a fire is used for ventilation in any mine newly opened after the ~~passing~~ **commencement** of this Act, the return air, unless it be so diluted as not to be inflammable, shall be carried off clear of the fire by means of a dumb drift or airway. Ventilation by fire.

[*Commission.*]

Rule 2. Where a fire is used for ventilation in any mine newly opened after the commencement of this Act, the return air, unless it be so diluted as not to be inflammable, shall be carried off clear of the fire by means of a dumb drift or airway. Ventilation by fire.

Rule 4—

Subsection (I)—

Unanimously agreed to as amended by the Legislative Council.

Subsection (II)—

Unanimously agreed to as amended by the Legislative Council.

Rule 3. Where a mechanical contrivance for ventilation is introduced into any mine after the commencement of this Act, it shall be in such position and placed under such conditions as will tend to insure its being uninjured by an explosion. Ventilation by machinery.

Rule 4. A station or stations shall be appointed at the entrance to the mine, or to different parts of the mine, as the case may require, and the following provisions shall have effect :— Stations and inspection of condition as to ventilation, &c.

(I) As to inspection before commencing work :—

A competent person or competent persons ~~of not less than two years experience in a coal mine,~~ appointed by the owner, agent, or manager for the purpose, not being contractors for getting minerals in the mine shall, within such time immediately before the commencement of each shift, as shall be fixed by special rules made under this Act, inspect ~~each working face~~ **every part** of the mine situate beyond the station or each of the stations, and in which workmen are to work or pass during that shift, and shall ascertain the condition thereof so far as the presence of gas, ventilation, roof, and sides, and general safety are concerned. ~~and shall mark such working place visited.~~

[*Commission.*]

(I) As to inspection before commencing work :—

A competent person or competent persons appointed by the owner, agent, or manager for the purpose, not being contractors for getting minerals in the mine shall, within such time immediately before the commencement of each shift, as shall be fixed by special rules made under this Act, inspect every part of the mine situate beyond the station or each of the stations, and in which workmen are to work or pass during that shift, and shall ascertain the condition thereof so far as the presence of gas, ventilation, roof, and sides, and general safety are concerned.

No workman shall pass beyond any such station until the part of the mine beyond that station has been so examined and stated by such competent person to be safe.

The inspection shall be made with a locked safety lamp, **except in the case of any mine in which inflammable gas has not been found within the preceding twelve months.**

A report specifying where noxious or inflammable gas, if any, was found present, the condition of the ventilation, and what defects, if any, in roofs or sides, and what if any other source of danger were or was observed, shall be recorded without delay in a book to be kept at the mine for the purpose, and accessible to the workmen, and such report shall be signed by, and so far as the same does not consist of printed matter shall be in the handwriting of the person who made the inspection.

For the purpose of the foregoing provisions of this rule, two or more shifts succeeding one another without any interval are to be deemed to be one shift.

(II) As to inspection during shifts :—

A similar inspection shall be made in the course of each shift of all parts of the mine in which workmen are to work or pass during that shift, but it shall not be necessary to record a report of the same in a book : ~~unless danger is found to exist~~ Provided that in the case of a mine worked

Rule 7—

President and Mr. Gregson agree to follow the English Coal Mines Regulation Act of 1887 eliminating the words in line 37, "accessible to workmen."

Mr. Curley dissents: this Rule has been embodied in the present Act of 1876, and nothing serious has arisen under it but what was absolutely necessary for the safety of the workmen in the mine.

continuously throughout the twenty-four hours by a succession of shifts, the report of one of such inspections shall be recorded in manner above required.

[*Commission.*]

(II) As to inspection during shifts:—

A similar inspection shall be made in the course of each shift of all parts of the mine in which workmen are to work or pass during that shift, but it shall not be necessary to record a report of the same in a book: Provided that in the case of a mine worked continuously throughout the twenty-four hours by a succession of shifts, the report of one of such inspections shall be recorded in manner above required.

Rule 5. A competent person or competent persons, appointed by the owner, agent, or manager for the purpose, shall, once at least in every twenty-four hours, examine the state of the external parts of the machinery, the state of the guides and conductors in the shafts, and the state of the head gear, ropes, chains, and other similar appliances of the mine which are in actual use both above ground and below ground, and shall once at least in every week examine the state of the shafts by which persons ascend or descend; and shall make a true report of the result of such examination, and every such report shall be recorded without delay in a book to be kept at the mine for the purpose, and shall be signed by the person who made the inspection. Inspection of machinery, &c., above and below ground.

Rule 6. Every entrance to any place which is not in actual use or course of working and extension shall be properly fenced across the whole width of the entrance, so as to prevent persons inadvertently entering the same. Fencing of entrances.

Rule 7. If at any time it is found by the person for the time being in charge of the mine, or any part thereof, that by reason of inflammable gases prevailing in the mine, or that part thereof, or of any cause whatever, the mine or that part is dangerous, every workman shall be ~~by such person~~ withdrawn from the mine or part so found dangerous, and a competent person appointed for the purpose shall inspect the mine or part so found dangerous, and if the danger arises from inflammable gas, shall inspect the mine or part with a locked safety lamp; and in every case shall make a true report of the condition of the mine or part; and a workman shall not, except in so far as is necessary for inquiring into the cause of danger or for the removal thereof, or for exploration, be readmitted into the mine, or part so found dangerous, until the same is stated by the person appointed as aforesaid not to be dangerous. Every such report shall be recorded in a book which shall be kept accessible to workmen at the mine for the purpose, and shall be signed by the person who made the inspection. Withdrawal of workmen in case of danger.

[*Commission.*]

Rule 7. If at any time it is found by the person for the time being in charge of the mine, or any part thereof, that by reason of inflammable gases prevailing in the mine, or that part thereof, or of any cause whatever, the mine or that part is dangerous, every workman shall be withdrawn from the mine or part so found dangerous, and a competent person appointed for Withdrawal of workmen in case of danger.

Rule 10—
Subsection (IV)—

Unanimously agree to the amendment made by the Legislative Council in this Rule. There has been a difficulty on the part of some persons in understanding this provision. An explanation for the reasons of the amendment of the Rule may be found in "Reference Book on Practical Coal-mining," by W. Wardle, F.S.Sc., page 283, answer to Question 474.

"*In Tangye's patent fuse for blasting purposes the powder is enclosed in an impermeable solid-drawn metallic tube, which keeps it perfectly water and air-tight. The tube is relieved of all strain by the use of longitudinal strands or threads which impart great strength without impairing the flexibility and manageableness of the fuse. The external coating, if even soaked in water, does not prejudice the free burning of the powder; indeed, the fuse may be used in this way to minimise the production of smoke.*"

the purpose shall inspect the mine or part so found dangerous, and if the danger arises from inflammable gas, shall inspect the mine or part with a locked safety lamp; and in every case shall make a true report of the condition of the mine or part; and a workman shall not, except in so far as is necessary for inquiring into the cause of danger or for the removal thereof, or for exploration, be readmitted into the mine, or part so found dangerous, until the same is stated by the person appointed as aforesaid not to be dangerous. Every such report shall be recorded in a book which shall be kept at the mine for the purpose, and shall be signed by the person who made the inspection.

Use of safety lamps in certain places.

Rule 8. No lamp or light other than a locked safety lamp shall be allowed or used,—

(*a*) In any place in a mine in which there is likely to be any such quantity of inflammable gas as to render the use of naked lights dangerous; or

(*b*) In any working approaching near a place in which there is likely to be an accumulation of inflammable gas.

And when it is necessary to work the coal in any part of a ventilating district with safety lamps, it shall not be allowable to work the coal with naked lights in another part of the same ventilating district situated between the place where such lamps are being used and the return air-way.

Construction of safety lamps.

Rule 9. Wherever safety lamps are used, they shall be so constructed that they may be safely carried against the air current ordinarily prevailing in that part of the mine in which the lamps are for the time being in use, even though such current should be inflammable.

Examination of safety lamps.

Rule 10. In any mine or part of a mine in which safety lamps are required by this Act, or by the special rules made in pursuance of this Act to be used,—

(I) A competent person appointed by the owner, agent, or manager for the purpose shall, either at the surface or at the appointed lamp station, examine every safety lamp immediately before it is taken into the workings for use, and ascertain it to be in safe working order and securely locked; and such lamps shall not be used until they have been so examined and found in safe working order and securely locked.

(II) A safety lamp shall not be unlocked except either at the appointed lamp station or for the purpose of firing a shot, in conformity with the provisions hereinafter contained.

(III) A person, unless he has been appointed either for the purpose of examining safety lamps, or for the purpose of firing shots, shall not have in his possession any contrivance for opening the lock of any safety lamp.

(IV) A person shall not have in his possession any lucifer match or apparatus of any kind for striking a light **except within a completely closed chamber attached to the fuse of the shot.**

[*Commission.*]

(IV) A person shall not have in his possession any lucifer match or apparatus of any kind for striking a light except within a completely closed chamber attached to the fuse of the shot.

Lamp stations.

Rule 11. Where safety lamps are required to be used, the position of the lamp stations for lighting or relighting the lamps shall not be in the return air.

Rule 12—
Subsection (*b*)—
Unanimously agreed to as amended by the Legislative Council.

Subsection (*d*)—
Unanimously agreed to as amended by the Commission.

Subsection (*e*)—
Unanimously agreed to as amended by the Commission.

Rule 12. Any explosive substance shall only be used in the mine below ground as follows:— Use of explosives below ground.

(*a*) It shall not be stored in the mine.

(*b*) It shall not be taken into the mine, except in **cartridges in** a secure case or canister containing not more than five pounds: **Provided that on the application of the owner, agent, or manager of any mine the Minister may, by order, exempt such mine from so much of this rule as forbids taking an explosive substance into the mine except in cartridges.**

[*Commission.*]

(*b*) It shall not be taken into the mine, except in cartridges in a secure case or canister containing not more than five pounds: Provided that on the application of the owner, agent, or manager of any mine the Minister may, by order, exempt such mine from so much of this rule as forbids taking an explosive substance into the mine except in cartridges.

(*c*) A workman shall not have in use at one time in any one place more than one of such cases or canisters.

(*d*) In the process of charging or stemming for blasting, a person shall not use or have in his possession any iron or steel pricker, scraper, charger, tamping rod, or stemmer, **nor shall coal or coal-dust be used for tamping.**

(*e*) No explosive shall be forcibly pressed into a hole of insufficient size, and when a hole has been charged, the explosive shall not be unrammed; and no hole shall be bored for a charge at a distance of less than six inches from any hole where the charge has missed fire. ~~Provided that no person~~ shall return to a place where such charge has missed fire until a period of eight hours has elapsed from the lighting of the fuse attached to such charge.

[*Commission.*]

(*d*) *In the process of charging or stemming for blasting, a person shall not use or have in his possession any iron or steel pricker, scraper, charger, tamping rod, or stemmer; nor in any mine or part of a mine in which safety lamps are required by this Act to be used shall dry coal or coal-dust be used for tamping.*

(*e*) *No explosive shall be forcibly pressed into a hole of insufficient size, and when a hole has been charged, the explosive shall not be unrammed; and no hole shall be bored for a charge at a distance of less than six inches from any hole where the charge has missed fire; Provided that in cases where a fuse is used no person shall return to a place where such charge has missed fire until a period of eight hours has elapsed from the lighting of the fuse attached to such charge.*

(*f*) In any place in which the use of a locked safety lamp is for the time being required by or in pursuance of this Act, or which is dry and dusty, no shot shall be fired except by, or under the direction of, a competent person appointed by the owner, agent, or manager of the mine; and such person shall not fire the shot or allow it to be fired until he has examined both the place itself where the shot is to be fired and all contiguous accessible places of the same seam within a radius of twenty yards, and has found such place safe for firing.

(*g*) If in any mine, at either of the inspections under rule four recorded last before a shot is to be fired, inflammable gas has been reported to be present in the ventilating district in which the shot is to be fired, the shot shall not be fired,—

(I) Unless a competent person, appointed as aforesaid, has examined the place where gas has been so reported to be present, and has found that such gas has been cleared away, and that there is not at or near such place sufficient gas issuing or accumulated to render it unsafe to fire the shot; or

(II) Unless the explosive employed in firing the shot is so used with water or other contrivance as to prevent it from inflaming gas, or is of such a nature that it cannot inflame gas.

(*h*) If the place where a shot is to be fired is dry and dusty, then the shot shall not be fired unless one of the following conditions is observed, that is to say:—

(I) Unless the place of firing and all contiguous accessible places within a radius of twenty yards therefrom are at the time of firing in a wet state from thorough watering or other treatment equivalent to watering, in all parts where dust is lodged, whether roof, floor, or sides; or

(II) In the case of places in which watering would injure the roof or floor, unless the explosive is so used with water or other contrivance as to prevent it from inflaming gas or dust, or is of such a nature that it cannot inflame gas or dust.

(*i*) If such dry and dusty place is part of a main haulage road, or is a place contiguous thereto, and showing dust adhering to the roof and sides, no shot shall be fired there unless—

(I) Both the conditions mentioned in sub-head (*h*) have been observed; or

(II) Unless such one of the conditions mentioned in sub-head (*h*) as may be applicable to the particular place has been observed, and moreover all workmen have been removed from the seam in which the shot is to be fired, and from all seams communicating with the shaft on the same level, except the men engaged in firing the shot, and such other persons, not exceeding ten, as are necessarily employed in attending to the ventilating furnaces, steam-boilers, engines, machinery, winding apparatus signals, or horses, or in inspecting the mine:

(*k*) In this Act "ventilating district" means such part of a seam as has an independent intake commencing from a main intake air-course, and an independent return air-way terminating at a main return air-course; and "main haulage road" means a road which has been, or for the time being is, in use for moving trams by steam or other mechanical power.

(*l*) Where a seam of a mine is not divided into separate ventilating districts the provisions in this Act relating to ventilating districts shall be read as though the word "seam" were substituted for the words "ventilating district."

Rule 13. Where a place is likely to contain a dangerous accumulation of water, the working approaching that place shall not at any point within forty yards of that place exceed eight feet in width, and there shall be constantly kept at a Water and bore-holes.

Rule 15—"Man-holes for other travelling roads."

Unanimously agreed to as amended by the Legislative Council.

Rule 19—"Trolley over pit mouth."

Unanimously agree to the insertion of this Rule as drafted by the Legislative Assembly, because there is strong evidence of its necessity.

sufficient distance, not being less than five yards in advance, at least one bore-hole, near the centre of the working, and sufficient flank bore-holes on each side.

Rule 14. Every underground plane on which persons travel, which is self-acting or worked by an engine, windlass, or gin, shall be provided (if exceeding thirty yards in length) with some proper means of communicating distinct and definite signals between the stopping places and the ends of the plane, and shall be provided in every case with sufficient man-holes for places of refuge, at intervals of not more than twenty yards, and of not less than six feet high, three feet wide, and four feet deep, or if there is not room for a person to stand between the side of a tub and the side of the plane, then (unless the tubs are moved by an endless chain or rope) at intervals of not more than ten yards. Signalling and man-holes for travelling planes worked by machinery.

Rule 15. Every road on which persons travel underground where the load is drawn by a horse or other animal shall be provided, at intervals of not more than fifty yards, with sufficient man-holes, or with places of refuge, and every such place of refuge shall be ~~six feet high, three feet wide, and four feet deep~~ **of sufficient length, and at least three feet in width** between the waggons running on the road and the side of such road. There shall be at least two proper travelling ways into every steam-engine room and boiler gallery. Man-holes for other travelling roads.

[*Commission.*]

Rule 15. Every road on which persons travel underground where the load is drawn by a horse or other animal shall be provided, at intervals of not more than fifty yards, with sufficient man-holes, or with places of refuge, and every such place of refuge shall be of sufficient length, and at least three feet in width between the waggons running on the road and the side of such road. There shall be at least two proper travelling ways into every steam-engine room and boiler gallery. Man-holes for other travelling roads.

Rule 16. Every man-hole and every place of refuge shall be constantly kept clear, and no person shall place anything in any such man-hole or place of refuge. Man-holes to be kept clear.

Rule 17. Every travelling road on which a horse or other draught animal is used under-ground shall be of sufficient dimensions to allow the horse or other animal to pass without rubbing against the roof or timbering. Dimensions of travelling roads.

Rule 18. The top of every shaft which for the time being is out of use, or used only as an air-shaft, shall be and shall be kept securely fenced. Fencing of shafts.

Rule 19. Every shaft in course of sinking shall be provided with a trolley to run over the pit's mouth and receive the load when brought to the surface. Such trolley to be large enough to ~~cover the opening at the pit top.~~ Trolley over pit mouth.

[*Commission.*]

Rule 19. Every shaft in course of sinking shall be provided with a trolley to run over the pit's mouth and receive the load when brought to the surface. Such trolley to be large enough to cover the opening at the pit top. Trolley over pit mouth.

Rule 21 20—"Sinking pit to be cleared of gas."

Unanimously agree to the latter part of this Rule as drafted by the Legislative Assembly, as it seems a very reasonable precaution.

Rule 23—"Coal not to be wrought under roads."

President and Mr. Gregson agree to Rule being expunged for reasons given in the Report.

Mr. Curley dissents: considers Rule should stand as drafted in the interests of the public, whose rights should in no way be ignored or set aside.

Rule 24—"Attendance of engineman."

President and Mr. Gregson agree to Rule as drafted.

Mr. Curley concurs with the Rule in a general way, but considers that competency should be guaranteed by certificate.

Rule ~~20.~~ **19.** The top and all entrances between the top and bottom, including the sump, if any, of every working, ventilating, or (20.) pumping shaft shall be properly fenced, but this shall not be taken to forbid the temporary removal of the fence for the purpose of repairs or other operations, if proper precautions are used. Fencing of entrances to shafts.

Rule ~~21.~~ **20.** Where the natural strata are not safe, every working or pumping shaft shall be securely cased, lined, or otherwise (21.) made secure. ~~Every shaft in course of sinking shall be kept clear of all noxious gases by a fan or some other appliance.~~ Securing of shafts. Sinking pit to be cleared of gas.

[*Commission.*]

Rule 21. Where the natural strata are not safe, every working or pumping shaft shall be securely cased, lined, or otherwise made secure. Every shaft in course of sinking shall be kept clear of all noxious gases by a fan or some other appliance. Securing of shafts. Sinking pit to be cleared of gas.

Rule ~~22.~~ **21.** The roof and sides of every travelling road and working place shall be made secure, and a person shall not, unless (22.) appointed for the purpose of exploring or repairing, travel or work in any such travelling road or working place which is not made so secure. Securing of roofs and sides.

Rule ~~23.~~ **22.** Where the timbering of the working places is done by the workmen employed therein, suitable timber shall be pro- (23.) vided at the working place, gate end, pass bye, siding, or other similar place in the mine convenient to the workmen, and the distance between the sprags or holing props where they are required shall not exceed six feet or such less distance as may be ordered by the owner, agent, or manager. Timbering.

Rule ~~24.~~ **23.** Where there is a downcast and furnace shaft to the same seam, and both such shafts are provided with apparatus (24.) in use for raising and lowering persons, every person employed in the mine shall, on giving reasonable notice, have the option of using the downcast shaft. Option of using downcast shaft.

Rule 25. The coal shall not be wrought under any proclaimed or made road without the sanction, in writing, of the Minister, but headings may be driven under any such road for the purpose of connecting the workings, or of working the coal on either side thereof, but all such headings shall be in such positions, of such dimensions, and so supported as the Inspector shall, by writing under his hand, direct. Coal not to be wrought under roads

[*Commission.*]

Rule 25. The coal shall not be wrought under any proclaimed or made road without the sanction, in writing, of the Minister, but headings may be driven under any such road for the purpose of connecting the workings, or of working the coal on either side thereof, but all such headings shall be in such positions, of such dimensions, and so supported as the Inspector shall, by writing under his hand, direct. Coal not to be wrought under roads

---

Rule 24. In any mine which is usually entered by means of machinery a competent male person not less than twenty-two (25.) years of age shall be appointed for the purpose of working the machinery which is employed in lowering and raising persons therein, and shall attend for that purpose during the whole time that any person is below ground in the mine. Attendance of engineman.

Where any shaft, plane, or level is used for the purpose of communication from one part to another part of a mine, and persons are taken up or down or along such shaft, plane, or level by means of any engine, windlass, or gin driven or worked by steam or any mechanical power, or by an animal, or by manual labour, the person in charge of such engine, windlass, or gin, or of any part of the machinery, ropes, chains, or tackle connected therewith must be a competent male person not less than eighteen years of age.

Where the machinery is worked by an animal, the person under whose direction the driver of the animal acts shall for the purpose of this rule be deemed to be the person in charge of the machinery.

Rule ~~26.~~ (26.) **25.** Every working shaft used for the purpose of drawing minerals or for the lowering or raising of persons shall, if exceeding fifty yards in depth, and not exempted in writing by the inspector of the district, be provided with guides and some proper means of communicating distinct and definite signals from the bottom of the shaft, and from every entrance for the time being in use between the surface and the bottom of the shaft to the surface, and from the surface to the bottom of the shaft and to every entrance for the time being in use between the surface, and the bottom of the shaft. Means of signalling for working shafts.

Rule ~~27.~~ (27.) **26.** If in any mine the winding apparatus is not provided with some automatic contrivance to prevent overwinding, then the cage when men are being raised shall not be wound up at a speed exceeding three miles an hour, after the cage has reached a point in the shaft to be fixed by the special rules. Overwinding.

Rule ~~28.~~ (28.) **27.** A sufficient cover overhead shall be used for every cage or tub employed in lowering or raising persons in any working shaft, except where the cage or tub is worked by a windlass, or where persons are employed at work in the shaft, or where a written exemption is given by the inspector of the district. Cover overhead.

Rule ~~29.~~ (29.) **28.** A single-linked chain shall not be used for lowering or raising persons in any working shaft or plane, except for the short coupling chain attached to the cage or tub. Chains.

Rule ~~30.~~ (30.) **29.** There shall be on the drum of every machine used for lowering or raising persons, such flanges or horns, and also, if the drum is conical, such other appliances as may be sufficient to prevent the rope from slipping. Prevention of rope slipping on drum.

Rule ~~31.~~ (31.) **30.** There shall be attached to every machine worked by steam, water, or mechanical power, and used for lowering or raising persons, an adequate break or breaks and a proper indicator (in addition to any mark on the rope) showing to the person who works the machine the position of the cage or tub in the shaft. If the drum is not on the crank shaft there shall be an adequate break on the drum shaft. Break and indicator.

Rule ~~32.~~ (32.) **31.** Every fly-wheel and all exposed and dangerous parts of the machinery used in or about the mine shall be and shall be kept securely fenced. Fencing machinery.

Rule ~~33.~~ (33.) **32.** Each steam boiler, whether separate or one of a range, shall have attached to it a proper safety-valve and also a proper steam-gauge and water-gauge to show respectively the pressure of steam and the height of water in each boiler. Safety-valves and gauges for boilers.

Rule 34—"Examination of boilers."

President and Mr. Gregson agree this Rule should be eliminated, being of opinion that until there is a Bill providing for the inspection of all land boilers, collieries should not be singled out for special legislation.

Mr. Curley dissents: considers the clause necessary in order to keep the efficiency of boilers up to a requisite standard, and to ensure safety to the persons employed on or in the vicinity of the colliery works.

Rule 37—"Books and copies thereof."

President and Mr. Gregson agree to the elimination of the words "or anyone having the written authority of any inspector or person so employed," which are new in the English Coal Mines Regulation Act of 1887.

Mr. Curley dissents: considers the words erased should be in the Rule, so as to give the person employed the right to delegate by his authority any agent he may choose to inspect books or take extracts therefrom; that were such provision made it would still further conduce to efficient mine management.

Rule 34. At any mine where a boiler is used for generating steam, the owner or manager shall at least once in every six months cause every such boiler to be thoroughly examined and tested by a competent person, who shall, immediately after the completion of such examination and test, enter in a book to be kept at the mine for that purpose a full and true report of the result of such examination and test, and of the state of every boiler so examined and tested, and every such report shall be signed by the person making it, and shall bear date of the day of entry, and a copy of such report shall be forthwith ~~sent to the Inspector.~~ Examination of boilers.

[*Commission.*]

Rule 34. At any mine where a boiler is used for generating steam, the owner or manager shall at least once in every six months cause every such boiler to be thoroughly examined and tested by a competent person, who shall, immediately after the completion of such examination and test, enter in a book to be kept at the mine for that purpose a full and true report of the result of such examination and test, and of the state of every boiler so examined and tested, and every such report shall be signed by the person making it, and shall bear date of the day of entry, and a copy of such report shall be forthwith ~~sent to the Inspector.~~ Examination of boilers.

Rule ~~35.~~ **33.** A barometer and thermometer shall be placed above ground in a conspicuous position near the entrance to the mine. Barometer, &c.
(34.)

Rule ~~36.~~ **34.** Where persons are employed underground ambulances or stretchers, with splints and bandages, shall be kept at the mine ready for immediate use in case of accident. Stretchers.
(35.)

Rule ~~37.~~ **35.** No person shall wilfully damage, or without proper authority remove or render useless, any fence, fencing, manhole, place of refuge, casing, lining, guide, means of signalling, signal, cover, chain, flange, horn, break, indicator, steam-gauge, water-gauge, safety-valve, or other appliance or thing provided in any mine in compliance with this Act. Wilful damage.
(36.)

Rule ~~38.~~ **36.** Every person shall observe such directions with respect to working as may be given to him with a view to comply with this Act or the special rules in force in the mine. Observance of directions.
(37.)

Rule ~~39.~~ **37.** The books mentioned in these rules shall be provided by the owner, agent, or manager, and the books, or a correct copy thereof, shall be kept at the office at the mine, and any inspector under this Act, and any person employed in the mine ~~or any one having the written authority of any inspector or person so employed,~~ may at all reasonable times inspect and take copies of and extracts from any such books; but nothing in these rules shall be construed to impose the obligation of keeping any such book or a copy thereof for more than twelve months after the book has ceased to be used for entries therein under this Act. Any report by this Act required to be recorded in a book may be partly in print (including lithograph) and partly in writing. Books and copies thereof.
(38.)

Rule 38—"Periodical inspection on behalf of workmen."

President and Mr. Gregson agree with the amendment made by the Legislative Council, as it brings the Rule into conformity with the English Act; consider there are strong reasons for the insertion of the words originally omitted in the Rule.

Mr. Curley dissents: considers that the insertion of the words may debar a competent man who is working as a miner from the functions of this office, and if he is a qualified man, sees no reason why he should not act as a check-inspector.

Rule 41—"Persons not to be employed in coal getting without experience."

Unanimously agreed this Rule should stand as originally drafted.

Rules 42 to 46—

Section 51 and proviso to section ~~52~~ 48:—"Width of pillars and position under ocean—Barriers of coal—Width of winning headings under tidal waters, &c.—Thickness of strata near ocean, &c., boring—Size of pillars in mines not under ocean—Objection to general rule"—Proviso, section ~~52~~ 48.

President and Mr. Gregson agree that these Rules and Sections should be eliminated for reasons given in the report.

Mr. Curley dissents: considers these rules should remain in the Bill. There might be cases in which the Minister would not care to take the extreme step of forfeiting a company's leasehold for non-compliance with the conditions, and apart from this opinion companies would virtually, without such conditions, to a great extent, be free from the operations of the Act. In the matter of pillars generally, sufficient attention has not been given by boards of directors, proprietors of collieries, and managers to the dimensions of pillars in close proximity to ocean or tidal waters or otherwise. Further, that inspectors of collieries should give more attention to these matters.

[*Commission.*]

Rule 37. The books mentioned in these rules shall be provided by the owner, agent, or manager, and the books, or a correct copy thereof, shall be kept at the office of the mine, and any inspector under this Act, and any person employed in the mine may, at all reasonable times, inspect and take copies of and extracts from any such books; but nothing in these rules shall be construed to impose the obligation of keeping any such book or a copy thereof for more than twelve months after the book has ceased to be used for entries therein under this Act. Any report by this Act required to be recorded in a book may be partly in print (including lithograph) and partly in writing.

Books and copies thereof.

(38.)

Rule ~~40.~~ **38.** The persons employed in a mine may from time to time appoint two of their number or any two persons not being mining engineers who are practical working miners to inspect the mine at their own cost, and the persons so appointed shall be allowed once at least in every month, accompanied, if the owner, agent, or manager of the mine thinks fit, by himself or one or more officers of the mine, to go to every part of the mine, and to inspect the shafts, levels, planes, working places, return air-ways, ventilating apparatus, old workings, and machinery. Every facility shall be afforded by the owner, agent, and manager, and all persons in the mine for the purpose of the inspection, and the persons appointed shall forthwith make a true report of the result of the inspection, and that report shall be recorded in a book to be kept at the mine for the purpose, and shall be signed by the persons who made the inspection, and if the report states the existence or apprehended existence of any danger, the owner, agent, or manager shall forthwith cause a true copy of the report to be sent to the inspector of the district.

Periodical inspection on behalf of workmen.

(39.)

Rule 41. No person not now employed as a coal getter shall be allowed to work alone as a coal getter in the face of the workings until he has had two years' experience of such work under the supervision of skilled workmen, or unless he shall have been previously employed for two years in or about the face of the workings of a mine.

Person not to be employed in coal getting without experience.

[*Commission.*]

Rule 41. No person not now employed as a coal getter shall be allowed to work alone as a coal getter in the face of the workings until he has had two years' experience of such work under the supervision of skilled workmen, or unless he shall have been previously employed for two years in or about the face of the workings of a mine.

Person not to be employed in coal getting without experience.

(40.)

Rule 42. Where the thickness of cover over the coal seam does not exceed eight hundred feet.

In the case of working coal by the pillar and stall system under river or tidal or ocean waters the workings shall be laid off systematically and carefully, and the size of the pillars shall be such as will afford ample support, after exposure to the crumbling effect of the air over many years, and shall not be less than twice the width of the bords or coal wrought out between such pillars. The bords on one side of the headings, levels, or cross-cuts, shall, unless prevented by rolls or faults, be driven opposite the bord pillars on the other side of the heading, level, or cross-cut. The minimum width of the pillars of coal shall be eight yards, and the maximum width of the bords or stalls six yards. And in no case shall the pillars under ocean or tidal waters be removed.

Width of pillars and position under ocean.

Rule 43. Every underground main road in a mine, which road is used for the purpose of haulage or for persons travelling therein, shall not exceed sixteen feet in width. And on each side of such road, other than a cross-drift or headway driven across bords in direction of the cleat or on the end, a barrier of coal or stone shall be left of not less than fourteen yards wide. No heading or bord through the barrier of coal shall exceed three yards wide, and such heading or bord shall not, without the express sanction as aforesaid, be less than ten yards apart: Provided that if any cross-drift or headway as aforesaid, or any heading on each side of which no barrier of coal shall have been left be at any time converted into or used as a main road sufficient support shall forthwith be constructed on each side thereof. Barriers of coal.

Rule 44. In the case of working coal under tidal waters or rivers, from one road of every pair of "winning off" or leading headings or levels (which shall not except for sidings exceed eight feet in width), and from the face of every bord a bore-hole shall be kept going not less than twelve feet in advance, for the purpose of foretelling the presence of any fissure, open joint, fault, or otherwise, and in the case of working under the ocean or tidal waters every "winning off" or leading headings or levels shall be driven at least one hundred yards in advance of the working bords, and shall not exceed eight feet in width except for sidings. Width of winning headings under tidal waters, &c.

Rule 45. Boreholes for the purpose of proving the thickness of the alluvial deposit shall be put down by the owner or manager on all lands fronting the ocean, tidal waters, or rivers where the thickness of the strata and deposits which overlie the coal worked or about to be worked is less than two hundred feet. Such boreholes, at distances not exceeding one hundred yards apart, shall be put down from the surface through the alluvial deposit to the rock, and to the rise of the coal seam worked. An account of the strata and deposits so bored through shall be furnished by the owner or manager to the Inspector when the boring has reached the rock. Thickness of strata near ocean, &c., to be ascertained by boring.

Rule 46. In mines not under river or ocean or tidal waters worked on the pillar and stall system, where it is intended to remove the pillars, the stalls or bords shall not exceed in width eight yards, and the pillars shall not be less than eight yards wide. Where it is not proposed to remove the pillars they shall be of such dimensions as shall be necessary to support the roof. In mines worked on the long-wall system substantial supports shall be erected sufficient to protect the workmen. In mines worked on the Welsh bords or double-stall systems good, substantial, and sufficient pack walls shall be built, and a sufficient number of props set on each side of the pack walls. Size of pillars in mines not under ocean, &c.

[*Commission.*]

Rule 42. Where the thickness of cover over the coal seam does not exceed eight hundred feet. Width of pillars and position under ocean.

In the case of working coal by the pillar and stall system under river or tidal or ocean waters the workings shall be laid off systematically and carefully, and the size of the pillars shall be such as will afford ample support, after exposure to the crumbling effect of the air over many years, and shall not be less than twice the width of the bords or coal wrought

out between such pillars. The bords on one side of the headings, levels, or cross-cuts, shall, unless prevented by rolls or faults, be driven opposite the bord pillars on the other side of the heading, level, or cross-cut. The minimum width of the pillars of coal shall be eight yards, and the maximum width of the bords or stalls six yards. And in no case shall the pillars under ocean or tidal waters be removed.

Rule 43. Every underground main road in a mine, which road is used for the purpose of haulage or for persons travelling therein, shall not exceed sixteen feet in width. And on each side of such road, other than across bords in direction of the cleat or on the end, a barrier of coal or stone shall be left of not less than fourteen yards wide. No heading or bord through the barrier of coal shall exceed three yards wide, and such heading or bord shall not, without the express sanction as aforesaid, be less than ten yards apart: Provided that if any cross-drift or headway as aforesaid, or any heading on each side of which no barrier of coal shall have been left be at any time converted into or used as a main road sufficient support shall forthwith be constructed on each side thereof. Barriers of coal.

Rule 44. In the case of working coal under tidal waters or rivers, from one road of every pair of "winning off" or leading headings or levels (which shall not except for sidings exceed eight feet in width), and from the face of every bord a borehole shall be kept going not less than twelve feet in advance, for the purpose of foretelling the presence of any fissure, open joint, fault, or otherwise, and in the case of working under the ocean or tidal waters every "winning off" or leading headings or levels shall be driven at least one hundred yards in advance of the working bords, and shall not exceed eight feet in width except for sidings. Width of winning headings under tidal waters, &c.

Rule 45. Boreholes for the purpose of proving the thickness of the alluvial deposit shall be put down by the owner or manager on all lands fronting the ocean, tidal waters, or rivers where the thickness of the strata and deposits which overlie the coal worked or about to be worked is less than two hundred feet. Such boreholes, at distances not exceeding one hundred yards apart, shall be put down from the surface through the alluvial deposit to the rock, and to the rise of the coal seam worked. An account of the strata and deposits so bored through shall be furnished by the owner or manager to the Inspector when the boring has reached the rock. Thickness of strata near ocean, &c., to be ascertained by boring.

Rule 46. In mines not under river or ocean or tidal waters worked on the pillar and stall system, where it is intended to remove the pillars, the stalls or bords shall not exceed in width eight yards, and the pillars shall not be less than eight yards wide. Where it is not proposed to remove the pillars they shall be of such dimensions as shall be necessary to support the roof. In mines worked on the long-wall system substantial supports shall be erected sufficient to protect the workmen. In mines worked on the Welsh bords or double-stall system good, substantial, and sufficient pack walls shall be built, and a sufficient number of props set on each side of the pack walls. Size of pillars in mines not under ocean, &c.

New Rule 41—

Unanimously agreed that this Rule should be adopted, as it follows in regard to check-weighers the provision of the English Check-weighers Act, 57 and 58 Vic., chap. 52. As such legislation has been found necessary in England, and it is likely to be found not inapplicable here, the Commission are of opinion that the provision should include check-inspectors as well.

New Rule 41. *If the owner, agent, or manager of any mine or any persons employed by or acting under the instructions of any such owner, agent, or manager interferes with the appointment of a check-inspector or check-weigher, or refuses to afford proper facilities for the holding of any meeting for the purpose of making such appointment, or attempts, whether by threats, bribes, promises, notice of dismissal or otherwise howsoever, to exercise improper influence in respect of such appointment, or to induce the persons entitled to appoint a check-inspector or a check-weigher or any of them not to reappoint any particular person, or to vote for or against any particular person, in the appointment of a check-inspector or check-weigher, such owner, agent, or manager shall be guilty of an offence against this Act.* Penalty for interference with office of check-inspector or check-weigher.

(41.)

51. If any owner or manager object to any of the following general rules, namely, general rule numbers forty-two, forty-three, forty-four, forty-five, and forty-six, being enforced or applied to a coal mine or colliery, he may give notice thereof to the Minister setting out his objections and the reasons therefor, and upon receipt of such notice the Minister may allow or disallow such objections or any of them. If the Minister allow such objections or any of them, he may order that the coal mine or colliery be exempt from the operation of any such rule or rules, or he may order that, so far as such coal mine or colliery is concerned, the provisions of any such general rule may be modified or varied. If the Minister disallow the objections, and the owner or manager do not withdraw such objections, the matter shall be referred to arbitration, and the arbitrators may make any order which under this ~~section the Minister could make.~~ Objection to general rule.

[*Commission.*]

51. If any owner or manager object to any of the following general rules, namely, general rule numbers forty-two, forty-three, forty-four, forty-five, and forty-six, being enforced or applied to a coal mine or colliery, he may give notice thereof to the Minister setting out his objections and the reasons therefor, and upon receipt of such notice the Minister may allow or disallow such objections or any of them. If the Minister allow such objections or any of them, he may order that the coal mine or colliery be exempt from the operation of any such rule or rules, or he may order that, so far as such coal mine or colliery is concerned, the provisions of any such general rule may be modified or varied. If the Minister disallow the objections, and the owner or manager do not withdraw such objections, the matter shall be referred to arbitration, and the arbitrators may make any order which under this ~~section the Minister could make.~~ Objection to general rule.

~~52.~~ **48.** Every person who contravenes or does not comply with any of the general rules in this Act shall be guilty of an offence against this Act; and in the event of any contravention of or non-compliance with any of the said general rules in the case of any mine to which this Act applies, by any person whomsoever, the owner, agent, and manager shall each be guilty of an offence against this Act, unless he proves that he had taken all reasonable means, by publishing and to the best of his power enforcing the said rules as regulations for the working of the mine, to prevent such contravention or non-compliance: ~~Provided that nothing contained in the general rules in~~ regard to barriers of coal, or the size of bords, stalls, or pillars, shall be construed to affect or apply to any underground works constructed or completed before this Act comes into operation, nor prevent the Penalty on non-compliance with rules.

Section 50—"Establishment of New Special Rules."

Subsection (I)—

Unanimously agree to the elimination of the words "where no special rules are in force."

Subsection (II)—

Unanimously agree to the elimination of the words "or written"

removal of pillars of coal (in mines not under the ocean or river or tidal waters) which shall, prior to this Act coming into operation, have been left of a less size or thickness than herein prescribed, provided that in the removal of such pillars all necessary precautions be taken ~~to prevent injury to the miners.~~

[*Commission.*]

48. Every person who contravenes or does not comply with any of the general rules in this Act shall be guilty of an offence against this Act; and in the event of any contravention of or non-compliance with any of the said general rules in the case of any mine to which this Act applies, by any person whomsoever, the owner, agent, and manager shall each be guilty of an offence against this Act, unless he proves that he had taken all reasonable means, by publishing and to the best of his power enforcing the said rules as regulations for the working of the mine, to prevent such contravention or non-compliance. Penalty on non-compliance with rules.

Special Rules.

~~53.~~ **49.** (I) There shall be established in every mine such rules (referred to in this Act as special rules) for the conduct and guidance of the persons acting in the management of such mine or employed in or about the mine as, under the particular state and circumstances of such mine, may appear best calculated to prevent dangerous accidents, and to provide for the safety, convenience, and proper discipline of the persons employed in or about the mine. Special rules for every mine.

(II) Such special rules, when established, shall be signed in duplicate by the inspector who is inspector of the district at the time the rules are established, and shall be observed in and about every such mine (including any extension thereof) in the same manner as if they were enacted in this Act.

(III) If any person who is bound to observe the special rules established for any mine, acts in contravention of or fails to comply with any of them, he shall be guilty of an offence against this Act, and also the owner, agent, and manager of such mine shall each be guilty of an offence against this Act, unless he proves that he had taken all reasonable means, by publishing and to the best of his power enforcing the rules as regulations for the working of the mine, so as to prevent such contravention or non-compliance.

~~54.~~ **50.** (I) The owner, agent, or manager of every mine (~~where no special rules are in force~~) shall frame and transmit to the inspector of the district, for approval by the Minister, special rules for the mine within three months after the commencement of this Act, or within three months after the commencement (if subsequent to the commencement of this Act) of any working for the purpose of opening a new mine or of renewing the working of an old mine. Establishment of new special rules.

(II) The proposed special rules together with a printed or written notice specifying that any objection to the rules on the ground of anything contained therein or omitted therefrom may be sent by any

of the persons employed in the mine to the inspector of the district, at his address, stated in the notice, shall, during not less than two weeks before the rules are transmitted to the inspector, be posted up in like manner as is provided in this Act respecting the publication of special rules for the information of persons employed in the mine; and a certificate that the rules and notice have been so posted up shall be sent to the inspector with two copies of the rules signed by the person sending the same.

[*Commission.*]

Establishment of new special rules.

50. (I) The owner, agent, or manager of every mine shall frame and transmit to the inspector of the district, for approval by the Minister, special rules for the mine within three months after the commencement of this Act, or within three months after the commencement (if subsequent to the commencement of this Act) of any working for the purpose of opening a new mine or of renewing the working of an old mine.

(II) The proposed special rules, together with a printed notice specifying that any objection to the rules on the ground of anything contained therein or omitted therefrom may be sent by any of the persons employed in the mine to the inspector of the district, at his address, stated in the notice, shall, during not less than two weeks before the rules are transmitted to the inspector, be posted up in like manner as is provided in this Act respecting the publication of special rules for the information of persons employed in the mine; and a certificate that the rules and notice have been so posted up shall be sent to the inspector with two copies of the rules signed by the person sending the same.

(III) If the rules are not objected to by the Minister within forty days after their receipt by the inspector, they shall be established.

The Minister may object to special rules.

~~55.~~ **51.** (I) If the Minister is of opinion that the proposed special rules so transmitted, or any of them, do not sufficiently provide for the prevention of dangerous accidents in the mine, or for the safety or convenience of the persons employed in or about the mine, or are unreasonable, he may, within forty days after the rules are received by the inspector, object to the rules, and propose to the owner, agent, or manager, in writing, any modifications in the rules by way either of omission, alteration, substitution, or addition.

(II) If the owner, agent, or manager does not, within twenty days after the modifications proposed by the Minister are received by him, object in writing to them, the proposed special rules, with those modifications, shall be established.

(III) If the owner, agent, or manager sends his objection in writing within the said twenty days to the Minister, the matter shall be referred to arbitration under this Act, and the date of the receipt of the objection by the Minister shall be deemed to be the date of the reference, and the rules shall be established as settled by an award on arbitration.

Amendment of special rules.

~~56.~~ **52.** (I) After special rules are established under this Act in any mine, the owner, agent, or manager of the mine may, from time to time, propose in writing to the inspector of the district, for the approval of the Minister, any amendment of the rules or any new special rules; and the provisions of this Act with respect to the original special rules shall apply to all such amendments and new rules in like manner, as nearly as may be, as they apply to the original rules.

Section 59—"Special Rules made by the Governor."

Unanimously agreed that this section should stand in the Bill. It is obvious that during the period of three months after the commencement of the Act, or three months after the commencement of any working for the purposes of opening a new mine allowed by section fifty, for framing special rules, a code of special rules may be required, and this section provides for such code, in default of the owner, agent, or manager not having framed a set of rules.

(II) The Minister may from time to time propose in writing to the owner, agent, or manager of the mine any new special rules, or any amendment of the special rules; and the provisions of this Act with respect to a proposal of the Minister for modifying the special rules transmitted by the owner, agent, or manager of a mine shall apply to all such new special rules and amendments in like manner, as nearly as may be, as they apply to the proposal.

~~57.~~ **53.** If the owner, agent, or manager of any mine makes any false statement with respect to the posting up of the rules and notices, he shall be guilty of an offence against this Act; and if special rules for any mine are not transmitted within the time limited by this Act to the inspector for the approval of the Minister, the owner, agent, and manager of such mine shall each be guilty of an offence against this Act, unless he proves that he had taken all reasonable means, by enforcing to the best of his power the provisions of this Act, to secure the transmission of the rules. False statements, and neglect to transmit special rules.

~~58.~~ **54.** An inspector under this Act shall, when required, certify a copy which is shown to his satisfaction to be a true copy of any special rules which, for the time being, are established under this Act in any mine, and a copy so certified shall be evidence (but not to the exclusion of other proof) of such special rules, and of the fact that they are duly established under this Act and have been signed by the inspector. Certified copy of special rules to be evidence.

59. The Governor, with the advice of the Executive Council, may make and publish in the *Gazette* a set or sets of special rules, and thereafter the rules so made and published shall be deemed the special rules of every mine to which this Act applies and in respect of which no special rules shall be in force: Provided that upon special rules being established for any mine, the special rules made by the Governor as aforesaid shall cease to apply to such mine. Special rules made by the Governor.

[*Commission.*]

(55.) 59. The Governor, with the advice of the Executive Council, may make and publish in the *Gazette* a set or sets of special rules, and thereafter the rules so made and published shall be deemed the special rules of every mine to which this Act applies and in respect of which no special rules shall be in force: Provided that upon special rules being established for any mine, the special rules made by the Governor as aforesaid shall cease to apply to such mine. Special rules made by the Governor.

(56.) ~~60.~~ **55.** The special rules which at the commencement of this Act are in force under the Act hereby repealed in any mine shall continue to be the special rules in such mine until special rules are established under this Act for such mine, and while they so continue shall be of the same force as if they were established under this Act. Existing special rules continued.

Publication of abstract of Act and of Special Rules.

(57.) ~~61.~~ **56.** For the purpose of making known the provisions of this Act and the special rules to all persons employed in and about each mine, an abstract of this Act supplied, on the application of the owner, agent, or manager of the mine, by the inspector of the district on behalf of the Minister, and a correct copy of all the special rules shall be published as follows:— Publication of abstract of Act and copy of special rules.

(I) The owner, agent, or manager of the mine shall cause the abstract and copy of the rules, with the name of the mine and the name and address of the inspector of the district, and the name of the owner or agent and of the manager

Section ~~62~~ 57—"Pulling down or defacing notices."

Unanimously agreed that the word "wilfully" be eliminated from the section. The essence of the offence lies in the wilfulness of the Act.

Section ~~63~~ 58—"Penalty for offences against Act."

Subsection (II)—

Unanimously agreed to adopt the penalty five pounds, as originally proposed by the Legislative Assembly.

appended thereto, to be posted up, in legible characters, in some conspicuous place at or near the mine, where they may be conveniently read by the persons employed; and so often as the same become defaced, obliterated, or destroyed, shall cause them to be renewed with all reasonable despatch.

(II) The owner, agent, or manager shall supply a printed copy of the abstract and the special rules gratis to each person employed in or about the mine who applies for a copy at the office at which the persons immediately employed by the owner, agent, or manager are paid.

(III) Every copy of the special rules shall be kept distinct from any rules which depend only on the contract between the employer and employed.

In the event of any non-compliance with the provisions of this section by any person whomsoever, the owner, agent, and manager shall each be guilty of an offence against this Act; but the owner, agent, or manager of such mine shall not be deemed guilty if he proves that he had taken all reasonable means, by enforcing, to the best of his power, the observance of this section to prevent such non-compliance.

~~62.~~ **57.** Every person who ~~wilfully~~ pulls down, injures, or defaces any abstract, notice, proposed special rules, or special rules, when posted up in pursuance of the provisions of this Act, or any notice posted up in pursuance of the special rules, shall be guilty of an offence against this Act. Pulling down or defacing notices.

[*Commission.*]

(58.) ~~62.~~ **57.** Every person who pulls down, injures, or defaces any abstract, notice, proposed special rules, or special rules, when posted up in pursuance of the provisions of this Act, or any notice posted up in pursuance of the special rules, shall be guilty of an offence against this Act. Pulling down or defacing notices.

PART III.

Supplemental.

Legal Proceedings.

(59.) ~~63.~~ **58.** (I) Every person employed in or about a mine other than an owner, agent, or manager, who is guilty of any act or omission, which in the case of an owner, agent, or manager would be an offence against this Act, shall be deemed to be guilty of an offence against this Act. Penalty for offences against Act.

(II) Every person who is guilty of an offence against this Act for which a penalty is not expressly prescribed shall be liable to a fine not exceeding, if he is an owner, agent, or manager, or under manager, twenty pounds, and if he is any other person, two pounds for each offence; and if an inspector has given written notice of any such offence, to a further fine not exceeding ~~five pounds~~ **one pound** for every day after such notice that such offence continues to be committed.

[*Commission.*]

(II) Every person who is guilty of an offence against this Act for which a penalty is not expressly prescribed shall be liable to a fine not exceeding, if he is an owner, agent, or manager, or under manager, twenty pounds, and if he is any other person, two pounds for each offence; and if an inspector has given written notice of any such offence, to a further fine not exceeding five pounds for every day after such notice that such offence continues to be committed.

Section ~~69.~~ **64.**—" Prosecution of owners, agents, managers, &c."

President and Mr. Gregson agree to the elimination of the words " or employee " appearing four times in the section, it being a necessity that the owner, agent, or manager should have the opportunity to prosecute in many cases.

Mr. Curley dissents: considers the words " or employee " should remain in the section, and that the inspector should be the party to prosecute in any case under the Act.

(60.) ~~64.~~ **59.** Where a person who is an owner, agent, manager, or under manager of, or a person employed in or about a mine is guilty of any offence against this Act which, in the opinion of the court that tries the case, is one which was reasonably calculated to endanger the the safety of the persons employed in or about the mine, or to cause serious personal injury to any of such persons, or to cause a dangerous accident, and was committed wilfully by the personal act, personal default, or personal negligence of the person accused, such person shall be liable, if the court is of opinion that a fine will not meet the circumstances of the case, to imprisonment with or without hard labour for a period not exceeding three months. Imprisonment for wilful neglect endangering life or limb.

(61.) ~~65.~~ **60.** (I) All offences under this Act not declared to be misdemeanours, and all fines under this Act, and all moneys and costs by this Act directed to be recovered as fines, may be prosecuted and recovered before a Stipendiary or Police Magistrate or any two Justices of the Peace in Petty Sessions. Summary proceedings for offences, fines, &c.

(II) Proceedings for the removal of a check weigher shall be deemed to be a matter on which Justices in Petty Sessions have authority by law to make an order; and summary orders under this Act may be made on complaint before Justices in Petty Sessions.

(62.) ~~66.~~ **61.** In every part of the Colony the following provisions shall have effect:— General provisions as to summary proceedings.

(I) Any complaint or information made or laid in pursuance of this Act shall (save as otherwise expressly provided by this Act) be made or laid within three months from the time when the matter of the complaint or information arose.

(II) Any person charged with any offence under this Act may, if he thinks fit, be sworn and examined as an ordinary witness in the case.

(III) The court shall, if required by either party, cause minutes of the evidence to be taken and preserved.

(63.) ~~67.~~ **62.** If any person feels aggrieved by any conviction made by Justices in Petty Sessions on determining any information under this Act by which conviction, imprisonment, or a fine amounting to or exceeding one half the maximum fine is adjudged, he may appeal therefrom to a Court of Quarter Sessions in manner provided by section three of the Act of Council fifth William the Fourth, number twenty-two. Appeal to Quarter Sessions.

(64.) ~~68.~~ **63.** If it appears that a boy was employed on the representation of his parent or guardian that he was of the age at which his employment would not be in contravention of this Act, and under the belief in good faith that he was of that age, or that a person has worked alone as a coal-getter on his representation that he has had two years' experience of such work under the supervision of skilled workmen, or that he has been previously employed for two years in or about the face of the workings of a mine, and under the belief in good faith that he has had such experience or has been so previously employed, the owner, agent, or manager of the mine and employer shall be exempted from any penalty, and the parent or guardian or the person who has so worked alone, as the case may be, shall for the misrepresentation be deemed guilty of an offence against this Act. Liability for misrepresentation as to age, &c.

~~69.~~ **64.** No prosecution shall be instituted against the owner, agent, manager, or under-manager ~~or employee~~ of a mine for any offence under this Act, not committed personally by such owner, agent, manager, or under-manager, ~~or employee~~ which can be prosecuted before Justices in Petty Sessions, except by an inspector or with the consent in writing of the Minister; and in the case of any offence of which the owner, agent, manager, or under-manager ~~or employee~~ of a mine is not Prosecution of owners, agents, managers, &c.

Section ~~72.~~ **67**—"Owner of mine, &c., not to act as Justice, &c., in proceedings under this Act."

Unanimously agree to the elimination of the words "except with the consent in writing of both parties to the case," upon it being represented that indirectly the refusal of consent on the part of the miner might operate to his injury.

guilty if he proves that he had taken all reasonable means to prevent the commission thereof, an inspector shall not institute any prosecution against such owner, agent, manager, or under-manager ~~or employe~~ if satisfied that he had taken such reasonable means as aforesaid. No prosecution shall be instituted against a coroner for any offence under this Act, except with the consent in writing of the Minister.

[*Commission.*]

(65.) ~~69.~~ **64.** No prosecution shall be instituted against the owner, agent, manager, or under-manager of a mine for any offence under this Act, not committed personally by such owner, agent, manager, or under-manager which can be prosecuted before Justices in Petty Sessions, except by an inspector or with the consent in writing of the Minister; and in the case of any offence of which the owner, agent, manager, or under-manager of a mine is not guilty if he proves that he had taken all reasonable means to prevent the commission thereof, an inspector shall not institute any prosecution against such owner, agent, manager, or under-manager if satisfied that he had taken such reasonable means as aforesaid. No prosecution shall be instituted against a coroner for any offence under this Act, except with the consent in writing of the Minister. Prosecution of owners, agents, managers, &c.

(66.) ~~70.~~ **65.** Where the owner, agent, or manager of a mine has taken proceedings under this Act against any person employed in or about a mine in respect of an offence committed under this Act, he shall within twenty-one days after the hearing of the case, report the result thereof to the inspector of the district. Report of result of proceedings against workmen.

(67.) ~~71.~~ **66.** (I) Nothing in this Act shall prevent any person from being indicted or liable under any other Act or otherwise to any other or higher penalty or punishment than is provided for any offence by this Act, so, however, that no person be punished twice for the same offence. Saving for proceedings under other Acts.

(II) If the Justices before whom a person is charged with an offence under this Act, think that proceedings ought to be taken against such person for such offence under any other Act or otherwise, they may adjourn the case to enable such proceedings to be taken.

~~72.~~ **67.** A person who is the owner, agent, or manager of any mine, or a miner or miner's agent, or the father, son, or brother, or father-in-law, son-in-law, or brother-in-law, of such owner, agent, or manager, or of a miner or miner's agent, or who is a director of a company being the owner of a mine, shall not, **except with the consent in writing of both parties to the case,** sit in Petty Sessions or adjudicate in respect of any offence under this Act. Owner of mine, &c., not to act as Justice, &c., in proceedings under this Act.

[*Commission.*]

(68.) ~~72.~~ 67. A person who is the owner, agent, or manager of any mine, or a miner or miner's agent, or the father, son, or brother, or father-in-law, son-in-law, or brother-in-law, of such owner, agent, or manager, or of a miner or miner's agent, or who is a director of a company being the owner of a mine, shall not sit in Petty Sessions or adjudicate in respect of any offence under this Act. Owner of mine, &c., not to act as Justice, &c., in proceedings under this Act.

(69.) ~~73.~~ **68.** Where a fine is imposed under this Act for neglecting to send a notice of any explosion or accident, or for any offence against this Act which has occasioned loss of life or personal injury, the Minister may (if he thinks fit) direct such fine to be paid to or distributed Application of fines.

Section 76—"Continuance of existing special Rules."

Unanimously agreed that this section should stand as originally proposed by the Legislative Assembly. It is difficult to see what objection can be made to the section.

Section ~~77.~~ **71.** "Entry on adjoining mine, &c., to ascertain whether owner, &c., is encroaching."

Unanimously agreed to as amended by the Legislative Council.

among the persons injured, and the relatives of any persons whose death may have been occasioned by the explosion, accident, or offence, or among some of them: Provided that:—

(I) Such persons did not in his opinion occasion or contribute to occasion the explosion or accident, and did not commit and were not parties to committing the offence;

(II) The fact of the payment or distribution shall not in any way affect or be receivable as evidence in any legal proceeding relative to or consequential on the explosion, accident, or offence.

Save as aforesaid all fines recovered under this Act shall be paid into the Treasury and carried to the Consolidated Revenue Fund.

Miscellaneous.

(70.) ~~74.~~ **69.** If any question arises, otherwise than in legal proceedings, whether a mine is a mine to which this Act applies, the question shall be referred to the Minister, whose decision thereon shall be final. Decision of question whether a mine is under this Act.

(71.) ~~75.~~ **70.** Any order of or exemption granted by the Minister under this Act may be made, and from time to time revoked or altered by the Minister, either unconditionally or subject to such conditions as he may see fit, and shall be signed by the Minister, or Under Secretary. Powers of Minister as to making and revoking orders.

76. The special rules or special sinking rules which at the commencement of this Act are in force in any mine under any Act hereby repealed shall continue to be the special rules in such mine until superseded by rules established under this Act. Continuance of existing special rules

[*Commission.*]

(72.) 76. The special rules or special sinking rules which at the commencement of this Act are in force in any mine under any Act hereby repealed shall continue to be the special rules in such mine until superseded by rules established under this Act. Continuance of existing special rules.

(73.) ~~77.~~ **71.** Upon the affidavit of any person taken before any Justice of the Peace or Commissioner of the Supreme Court for taking affidavits claiming to be legally or equitably interested in any mine or in any land adjoining or near to any other mine, that the owner of such last-mentioned mine is or is by the person making such affidavit believed to be ~~encroached~~ **encroaching** upon such first-mentioned mine or land, the Minister may, by writing under his hand, authorise ~~the examiner or~~ **an** inspector, together with a mining surveyor or experienced miner, to enter upon such last-mentioned mine or land for the purpose of ascertaining whether any such encroachment has been made, and if so the extent thereof. But before granting such authority the Minister shall require the person making or lodging the affidavit to deposit such a sum of money not exceeding one hundred pounds as shall be necessary to cover the cost of such inspection. The persons so authorised may thereupon enter on the mine or land described in such order and descend any shaft or enter any mine, and for such purpose use the engines and other machinery ordinarily employed for that purpose by the persons whose shaft or mine shall be descended or entered, and make such plans and sections of the mine or land entered upon and of any drives or other works therein as shall be necessary for the purpose aforesaid; and the owner or agent of the mine to be entered upon shall render all necessary assistance to the person so authorised. And every such examiner, inspector, or surveyor, or miner shall before entering on such mine or land make a statutory declaration before any person authorised to take the same that he will not (except as a witness

Entry on adjoining mine, &c., to ascertain whether owner, &c., is encroaching.

What may be done under such authority.

Prior statutory declaration required.

in a Court of Justice) without the consent in writing of the owner of the mine or land to be entered upon, divulge or cause to be divulged to any person whomsoever any information obtained upon or by such entry save only as to whether such owner is encroaching on such first-mentioned mine or land; and every person who shall act contrary to such declaration, and any owner or agent who shall refuse such assistance as shall be necessary to enable the persons authorised by the Minister to descend the shaft or enter and examine the mine, shall forfeit and pay a sum not exceeding ten pounds: Provided always that the Minister may out of the sum deposited as aforesaid defray the cost of such inspection, and if such owner or agent render such assistance as shall be necessary for the purposes aforesaid, and if there be no encroachment, may out of such sum award to such owner compensation for any loss or expense to which he may be put by reason of such inspection. Penalty.

[*Commission.*]

(73.) ~~77.~~ 71. Upon the affidavit of any person taken before any Justice of the Peace or Commissioner of the Supreme Court for taking affidavits claiming to be legally or equitably interested in any mine or in any land adjoining or near to any other mine, that the owner of such last-mentioned mine is, or is by the person making such affidavit, believed to be encroaching upon such first-mentioned mine or land, the Minister may, by writing under his hand, authorise an inspector, together with a mining surveyor or experienced miner, to enter upon such last-mentioned mine or land for the purpose of ascertaining whether any such encroachment has been made, and if so the extent thereof. But before granting such authority the Minister shall require the person making or lodging the affidavit to deposit such a sum of money not exceeding one hundred pounds as shall be necessary to cover the cost of such inspection. The persons so authorised may thereupon enter on the mine or land described in such order and descend any shaft or enter any mine, and for such purpose use the engines and other machinery ordinarily employed for that purpose by the person whose shaft or mine shall be descended or entered, and make such plans and sections of the mine or land entered upon and of any drives or other works therein as shall be necessary for the purpose aforesaid; and the owner or agent of the mine to be entered upon shall render all necessary assistance to the person so authorised. And every such examiner, inspector, or surveyor, or miner shall, before entering on such mine or land, make a statutory declaration before any person authorised to take the same that he will not (except as a witness in a Court of Justice) without the consent in writing of the owner of the mine or land to be entered upon, divulge or cause to be divulged to any person whomsoever any information obtained upon or by such entry save only as to whether such owner is encroaching on such first-mentioned mine or land; and every person who shall act contrary to such declaration, and any owner or agent who shall refuse such assistance as shall be necessary to enable the persons authorised by the Minister to descend the shaft or enter and examine the mine, shall forfeit and pay a sum not exceeding ten pounds: Provided always that the Minister may, out of the sum deposited as aforesaid, defray the cost of such inspection, and if such owner or agent render such assistance as shall be necessary for the purposes aforesaid, and if there be no encroachment, may out of such sum award to such owner compensation for any loss or expense to which he may be put by reason of such inspection.

Entry on adjoining mine, &c., to ascertain whether owner, &c., is encroaching.

What may be done under such authority.

Prior statutory declaration required

Penalty.

Section ~~78.~~ 72—"Interpretation of terms."

Unanimously agree to the elimination of the sentence, "Large coal—means all coal passing over a three-quarter inch screen"; also to the elimination of the words "section four hereof Part II of" in paragraph "Inspector"; and to the amendments made by the Legislative Council in paragraph "Under Secretary."

(74.) ~~73.~~ **72.** In this Act, unless the context otherwise requires :— Interpretation of terms.

"Mine" includes every shaft in the course of being sunk, and every level and inclined plane in the course of being driven, and all the shafts, levels, planes, works, tramways, and sidings, both below ground and above ground, in and adjacent to and belonging to the mine.

"Shaft" includes pit.

"Large coal" means all coal passing over a three-quarter inch screen.

"Plan" includes a correct copy or tracing of any original plan.

"Owner," when used in relation to any mine, means any person or body corporate who is the immediate proprietor or lessee, or occupier of any mine, or of any part thereof, and does not include a person or body corporate who merely receives a royalty, rent, or fine from a mine, or is merely the proprietor of a mine, subject to any lease, grant, or license for the working thereof, or is merely the owner of the soil, and not interested in the minerals of the mine; but any contractor for the working of any mine, or any part thereof, shall be subject to this Act in like manner as if he were an owner, but so as not to exempt the owner from any liability.

"Inspector"—An Inspector of Collieries referred to in or appointed under ~~section four hereof~~ **Part II of this Act.**

"Agent," when used in relation to any mine, means, any person appointed as the representative of the owner in respect of any mine, or of any part thereof, and as such superior to a manager appointed in pursuance of this Act.

"The Minister" means the Secretary for Mines.

"Under Secretary" ~~and "Assistant Under Secretary" mean respectively~~ **means** the Under Secretary ~~and Assistant Under Secretary~~ of the Department of Mines.

"The Treasury" means the Colonial Treasury.

"Boy" means a male under the age of sixteen years.

[*Commission.*]

74. In this Act, unless the context otherwise requires :— Interpretation of terms.

"Mine" includes every shaft in the course of being sunk, and every level and inclined plane in the course of being driven, and all the shafts, levels, planes, works, tramways, and sidings, both below ground and above ground, in and adjacent to and belonging to the mine.

"Shaft" includes pit.

"Plan" includes a correct copy or tracing of any original plan.

"Owner," when used in relation to any mine, means any person or body corporate who is the immediate proprietor or lessee, or occupier of any mine, or of any part thereof, and does not include a person or body corporate who merely receives a royalty, rent, or fine from a mine, or is merely the proprietor of a mine, subject to any lease, grant, or license for the working thereof, or is merely the owner of the soil, and not interested in the minerals of the mine; but any contractor for the working of any mine, or any part thereof, shall be subject to this Act in like manner as if he were an owner, but so as not to exempt the owner from any liability.

"Inspector"—An Inspector of Collieries referred to in or appointed under this Act.

"Agent," when used in relation to any mine, means any person appointed as the representative of the owner in respect of any mine, or of any part thereof, and as such superior to a manager appointed in pursuance of this Act.

"The Minister" means the Secretary for Mines.

"Under Secretary" means the Under Secretary of the Department of Mines.

"The Treasury" means the Colonial Treasury.

"Boy" means a male under the age of sixteen years.

Transitory Provisions and Repeal.

Existing orders continued.

(75.) ~~79.~~ **73.** All orders made by the Minister under the Act repealed by this Act, which are in force immediately before the commencement of this Act, shall be deemed to have been made under this Act.

Construction of references to repealed Act.

(76.) ~~80.~~ **74.** Any enactment or document referring to the Act repealed by this Act, or to any enactment thereof, shall be construed to refer to this Act, and to the corresponding enactments thereof.

Repeal of Act.

(77.) ~~81.~~ **75.** The Act thirty-ninth Victoria number thirty-one is hereby repealed: Provided that this repeal shall not affect any exemption granted, or other thing done or suffered before the commencement of this Act; and all offences committed and penalties incurred and proceedings commenced before the commencement of this Act may be punished, recovered, continued, and completed in the same manner as if this Act had not passed.

SCHEDULES.

Schedule I—

Unanimously agree to the substitution of the words "appointing examiners" in lieu of word "examinations"; also to the insertion of two new clauses 7 and 8.

SCHEDULES.

SCHEDULE 1.

Proceedings of Board for Examinations. Section 6.

1. The Board shall meet for the despatch of business, and shall from time to time make such regulations with respect to the summoning, notice, place, management, and adjournment of such meetings, and generally with respect to the transaction and management of business, including the quorum at meetings of the Board, as they think fit, subject to the following conditions :—

(a) An extraordinary meeting may be held at any time on the written requisition of three members of the Board addressed to the Chairman.

(b) The quorum to be fixed by the Board shall consist of not less than three members.

(c) Every question shall be decided by a majority of votes of the members present and voting on that question.

(d) The names of the members present as well as those voting upon each question shall be recorded.

(e) No business shall be transacted unless notice in writing of such business has been sent to every member of the Board seven days at least before the meeting.

2. The Board shall from time to time appoint some person to be Chairman and one other person to be Vice-Chairman.

3. If at any meeting the Chairman is not present at the time appointed for holding the same, the Vice-Chairman shall be the Chairman of the meeting; and if neither the Chairman nor Vice-Chairman shall be present, then the members present shall choose some one of their number to be Chairman of such meeting.

4. In case of an equality of votes at any meeting, the Chairman for the time being of such meeting shall have a second or casting vote.

5. The appointment of an examiner may be made by a minute of the Board signed by the Chairman.

6. The Board shall keep minutes of their proceedings, which may be inspected or copied by the Minister or any person authorised by him to inspect or copy the same.

[*Commission.*]

Proceedings of Board for appointing Examiners. Section 6.

1. The Board shall meet for the despatch of business, and shall from time to time make such regulations with respect to the summoning, notice, place, management, and adjournment of such meetings, and generally with respect to the transaction and management of business, including the quorum at meetings of the Board, as they think fit, subject to the following conditions :—

(*a*) An extraordinary meeting may be held at any time on the written requisition of three members of the Board addressed to the Chairman.

(*b*) The quorum to be fixed by the Board shall consist of not less than three members.

(*c*) Every question shall be decided by a majority of votes of the members present and voting on that question.

(*d*) The names of the members present as well as those voting upon each question shall be recorded.

(*e*) No business shall be transacted unless notice in writing of such business has been sent to every member of the Board seven days at least before the meeting.

2. The Board shall from time to time appoint some person to be Chairman and one other person to be Vice-Chairman.

3. If at any meeting the Chairman is not present at the time appointed for holding the same, the Vice-Chairman shall be the Chairman of the meeting; and if neither the Chairman nor Vice-Chairman shall be present, then the members present shall choose some one of their number to be Chairman of such meeting.

4. In case of an equality of votes at any meeting, the Chairman for the time being of such meeting shall have a second or casting vote.

5. The appointment of an examiner may be made by a minute of the Board signed by the Chairman.

6. The Board shall keep minutes of their proceedings, which may be inspected or copied by the Minister or any person authorised by him to inspect or copy the same.

7. The minutes shall record the decision of the examiners as to the qualifications of applicants for certificates, and shall state whether an applicant has qualified for a first or a second class certificate of competency.

8. The Board shall require the examination for certificates of competency to be partly by examination papers and partly by oral examination.

SCHEDULE III.

"Quantity of mineral wrought during the year."

President and Mr. Gregson agree to follow the wording of the English Coal Mines Regulation Act of 1887 in this Return, which provides only the word "coal."

Mr. Curley dissents: considers that there should be a distinction, for statistical purposes, between the different classes of coal, and further that the number of days in each week that a mine works should also be recorded.

SCHEDULE ~~I.~~ II. Sections 19 and 24.

Table of Maximum Fees to be paid in respect of Certificates.

First-class Certificate.	£	s.	d.
By an applicant for examination	2	0	0
For copy of certificate	0	5	0
Second-class Certificate.			
By an applicant for examination	1	0	0
For copy of certificate	0	2	6

SCHEDULE ~~II.~~ III. Section 27.

"COAL MINES REGULATION ACT OF 1894."

Form of Return.

THIS form to be correctly filled up by the owner, agent, or manager, and sent to the inspector of the district, on behalf of the Minister, on or before twenty-first January every year.

PART A.

Year ending 31 December, 18 .

Name of mine

Situation of mine

County

Name of owner (Company)

Name of manager

Name of under manager

Postal address

RETURN of persons ordinarily employed during the year:—

Under ground	Boys under 16 ... ... Males above 16	
	Total under ground ...	
Above ground (including those employed on sidings and private branch railways and tramways, and in cleaning, washing, and coking of coal).	Boys under 14 ... ... Boys of 14 and under 16 ... ... Males above 16	
	Total above ground ...	
	Total number of persons employed under ground and above ground...	

Quantity of Mineral wrought during the year.

Mineral wrought.	Number of statute tons wrought.	Value.
Coal (~~round~~) (large) ... ... ~~Coal (small)~~ ... ... Shale-oil shale ... ... **Shale used for other purposes** ...		
[*Commission.*]		
Coal ... ... Shale-oil shale ... ... Shale used for other purposes		

The Number of Days in each Month on which Coal *or* Shale has been drawn.

								Number of days on which coal *or* shale was drawn.
January	...	...	...	...	...	...	...	
February	...	...	...	...	...	...	...	
March	...	...	...	...	...	...	...	
April	...	...	...	...	...	...	...	
May	...	...	...	...	...	...	...	
June	...	...	...	...	...	...	...	
July	...	...	...	...	...	...	...	
August	...	...	...	...	...	...	...	
September	...	...	...	...	...	...	...	
October	...	...	...	...	...	...	...	
November	...	...	...	...	...	...	...	
December	...	...	...	...	...	...	...	

day of 18 .

(*Signed*)

PART B.

Name of Mine

Name of seam.	Mode of ventilation, with description.	Diameter and depth of downcast and upcast shafts.				Number of splits and quantity.		Airways.		Average total quantity of fresh air per minute.
		Downcast.		Upcast.				Length of splits.	Sectional area.	
		Diameter in feet.	Depth in feet.	Diameter in feet.	Depth in feet.	Splits.	Quantity in cubic feet per minute.	Yards.	Square feet.	Cubic feet.

The foregoing is the Bill referred to in the Report which sets forth the views of the Commission upon the respective clauses. To avoid misunderstanding, a Bill in its complete form, as suggested by the Commission, is also appended (*see* next page).

F. E. ROGERS,
President.

JAMES CURLEY.

JESSE GREGSON.

F. W. CURNOW,
Secretary.

Sydney, Thursday, 5th December, 1895.

Draft of Coal-mining Regulation Bill as suggested by the Royal Commission.

To make better provision for the Regulation of Coal Mines and Collieries, and for other purposes connected therewith.

WHEREAS it is expedient to make better provision for the regulation and inspection of Coal Mines and Collieries and certain other Mines: Be it therefore enacted by the Queen's Most Excellent Majesty, by and with the advice and consent of the Legislative Council and Legislative Assembly of New South Wales in Parliament assembled, and by the authority of the same, as follows:— Preamble.

1. (I) This Act shall come into operation on the first day of , one thousand eight hundred and ninety- (which date is in this Act referred to as the commencement of this Act, and may be cited as the "Coal Mines Regulation Act, 189 ." Commencement, short title, and application of Act.

(II) This Act shall apply to mines of coal and mines of shale.

PART I.

1. *Certificated Managers and Under-Managers.*

2. (I) Every mine shall be under a manager, who shall be responsible for the control, management, and direction of the mine, and the owner or agent of every such mine shall nominate himself or some other person to be the manager of such mine, and shall send written notice to the inspector of the district of the manager's name and address. Appointment of manager of mine.

(II) A person shall not be qualified to be a manager of a mine unless he is for the time being registered as the holder of a first-class certificate of competency or a certificate of service as manager under this Act, or under the Imperial Act fifty and fifty-one Victoria, chapter fifty-eight, or any Act thereby repealed.

(III) If after the commencement of this Act any mine is worked for more than fourteen days without there being such a manager for the mine as is required by this section, the owner or agent of the mine shall be liable to a fine not exceeding fifty pounds, and to a further fine not exceeding five pounds for every day during which the mine is so worked; provided that:—

(*a*) The owner or agent of the mine shall not be liable to any such fine if he proves that he had taken all reasonable means by the enforcement of this section to prevent the mine being worked in contravention of this section.

(*b*) If for any reasonable cause there is for the time being no manager of a mine qualified as required by this section, the owner or agent of the mine may appoint any competent person not holding a certificate under this Act to be manager, for a period not exceeding two months or such longer period as may elapse before such person has an opportunity in the district wherein the mine is situate of obtaining by examination a certificate under this Act, and shall send to the inspector of the district a written notice of the manager's name and address, and of the reason for his appointment.

(IV) In the case of a mine in which not more than twenty persons are employed it shall be sufficient for the manager to hold a permit from an inspector, such permit shall remain in force for twelve months, but may be renewed at the option of the inspector.

3. (I) In every mine required by this Act to be under the control of a certificated manager, daily personal supervision shall be exercised either by the manager or by an under-manager, nominated in writing by the owner or agent of the mine. Daily supervision of mine by manager or under-manager.

(II) Every under-manager so nominated must hold either a first-class or second-class certificate under this Act, or under the Imperial Act fifty and fifty-one Victoria, chapter fifty-eight, or any Act thereby repealed, or a certificate of service under section eight of this Act, or under any of the said Imperial Acts, and shall, in the absence of the manager, have the same responsibility, and be subject to the same liabilities as the manager under this Act; but the nomination of an under-manager shall not affect the personal responsibility of the manager under this Act.

Disqualifications for post of manager or under-manager.

4. A contractor for getting mineral in any mine, or person employed by such a contractor, is not eligible for the post of manager or under-manager of that mine under this Act.

Certificates of competency to managers and under-managers.

5. (I) There shall be two descriptions of certificates of competency under this Act—(1) first-class certificates, that is to say, certificates of fitness to be manager; and (2) second-class certificates, that is to say, certificates of fitness to be under-manager; but no person shall be entitled to a certificate of competency under this Act unless he shall have had practical experience in a mine for at least five years.

Constitution of Board for appointing examiners.

(II) For the purpose of ascertaining the persons to receive certificates of competency for the purposes of this Act, examiners shall be appointed by a Board consisting of—

(*a*) Three persons being owners or agents of mines in the Colony of New South Wales;

(*b*) Three persons employed or who have been employed in or about any mine in this Colony not being owners, agents, or managers of a mine; and

(*c*) Three persons practising as mining engineers, or managers of mines in this Colony; and

(*d*) One inspector under this Act.

(III) The members of the Board shall be appointed and may be removed by the Minister, and shall hold office during his pleasure.

Proceedings and powers of Board for appointing examiners.

6. (I) The proceedings of the Board shall be in accordance with the rules contained in Schedule One to this Act.

(II) The Board shall from time to time appoint examiners not being members of the Board except with the consent of the Minister, to conduct the examination of applicants for certificates of competency under this Act, and may from time to time make, alter, and revoke rules as to the conduct of such examinations and the qualifications of the applicants so, however, that in every such examination regard shall be had to such knowledge as is necessary for the practical working of mines in New South Wales, and that the examination and qualifications of applicants for second-class certificates shall be suitable for practical working miners.

(III) The Board shall make from time to time to the Minister a report of their proceedings, and of such other matters as the Minister may from time to time require.

Rules by Minister as to examinations.

7. The Minister may from time to time make, alter, and revoke rules as to the places and times of examinations of applicants for certificates of competency under this Act, the number and remuneration of the examiners, and the fees to be paid by the applicants, so that the fees do not exceed those specified in Schedule Two to this Act. Every such rule shall be observed by the Board appointed under this Act.

Grant of certificates of service to existing managers.

(Note.—See clause 46 (1) of Bill.)

8. (I) A certificate of service shall be granted by the Minister to every person who satisfies him either that before the commencement of this Act he was acting, and has since that day acted, or that he has at any time within five years before the commencement of this Act for a period of not less than twelve months acted, in the capacity of an inspector or of a manager of a mine or such part of a mine as can under this Act be made a separate mine for the purposes of this Act.

Grant of certificates of service in case of certain under-managers.

(II) A certificate of service shall be granted by the Minister to every person who satisfies him either that before the commencement of this Act he was exercising, and has since that date exercised, or that he has at any time within five years before the commencement of this Act for a period of not less than twelve months exercised, functions substantially corresponding to those of an under-manager in a mine.

(III) Every such certificate of service shall contain particulars of the name, place, and time of birth, and the length and nature of the previous service of the person to whom the same is delivered, and a certificate of service may be refused to any person who fails to give a full and satisfactory account of the particulars aforesaid, or to pay such registration fee as the Minister may direct, not exceeding that mentioned in the Second Schedule to this Act.

(IV) A certificate of service granted under this section to an inspector or a manager shall have the same effect for the purposes of this Act as a first-class certificate of competency granted under this Act; and a certificate of service granted under this section to an under-manager shall have the same effect for the purposes of this Act as a second-class certificate of competency granted under this Act.

(V) Before granting a certificate of service to a manager or under-manager the Minister shall require the applicant to produce satisfactory evidence of his sobriety and general good conduct.

(VI) No certificate of service shall be granted in terms of this section unless it be proved by statutory declaration that during the twelve months aforesaid there has been an average of not less than thirty miners employed below ground under the control and supervision of the applicant for the said certificate.

(VII) A certificate of competency or of service granted under the Imperial Act, fifty and fifty-one Victoria, chapter fifty-eight, or under any Act repealed thereby, or any other certificate of competency or service approved by the examiners, shall be equivalent in all respects to a similar certificate granted under this Act.

Grant of certificates to applicants on passing examination.

9. (I) The Minister shall deliver to every applicant who is duly reported by the examiners to have passed the examination satisfactorily, and to have given satisfactory evidence of his sobriety, experience, ability, and general good conduct, such a certificate of competency as the case requires. The certificate shall be in such form as the Minister from time to time directs.

(II) A register of the holders of certificates of competency or service under this Act and under any of the Imperial Acts aforesaid shall be kept by such person and in such manner as the Minister from time to time directs.

Inquiry into competency of manager and cancellation of certificate in case of unfitness.

10. If at any time representation is made to the Minister by an inspector or otherwise that any manager or under-manager holding a certificate under this Act or under any Imperial Act is by reason of incompetency or gross negligence, unfit to discharge his duties, or has been convicted of an offence against this Act, the Minister may, if he think fit, cause inquiry to be made into the conduct of the manager or under-manager, and with respect to every such inquiry the following provisions shall have effect:—

(I) The inquiry shall be public, and shall be held at such place as the Minister may appoint by such District Court Judge, Police Magistrate, or Stipendiary Magistrate, as may be directed by the Minister, and either alone or with the assistance of any assessor or assessors named by the Minister.

(II) The Minister shall, before the commencement of the inquiry, furnish to the manager or under-manager a statement of the case on which the inquiry is instituted.

(III) Some person appointed by the Minister shall undertake the management of the case.

(IV) The manager or under-manager may attend the inquiry by himself, his counsel, solicitor, or agent, and may, if he thinks fit, be sworn and examined as an ordinary witness in the case.

(V) The person or persons appointed to hold the inquiry, in this section and in section eleven referred to as the court, shall, on the conclusion of the inquiry, send to the Minister a report containing a full statement of the case, and the opinion of the court thereon, and such report of, or extracts from the evidence, as the court may think fit.

(VI) The court shall have power to cancel or suspend the certificate of the manager or under-manager, if it finds that he is by reason of incompetency or gross negligence, or of his having been convicted of any offence against this Act, unfit to discharge his duty.

(VII) The court may, if it thinks fit, require a manager or under-manager to deliver up his certificate, and if any manager or under-manager fails without sufficient cause to the satisfaction of the court, to comply with such requisition, he shall be liable to a fine not exceeding one hundred pounds. The court shall hold a certificate so delivered until the conclusion of the investigation, and shall then either restore, cancel, or suspend the certificate according to its judgment on the case.

(VIII) The court shall have, for the purpose of the inquiry, all the powers of a court of Petty Sessions, and all the powers of an inspector under this Act.

(IX) The court may also, by summons signed by the court, require the attendance of all such persons as it thinks fit to summon and examine for the purpose of the inquiry; and every person so summoned shall be allowed such expenses as would be allowed to a witness attending on subpœna before the Supreme Court; and in case of dispute as to the amount to be allowed, the same shall be referred by the court to the Prothonotary, who, on request signed by the court, shall ascertain and certify the proper amount of such expenses.

Costs and expenses of inquiry.

11. (I) The court may make such order as it thinks fit respecting the costs and expenses of the inquiry, and such order shall, on the application of any party entitled to the benefit thereof, be enforced by any Stipendiary or Police Magistrate or any two Justices of the Peace in Petty Sessions, as if such costs and expenses were a fine imposed by that Court of Petty Sessions.

(II) The Minister may, if he thinks fit, pay to the person or persons constituting the court, including any assessors, such remuneration as he may appoint.

(III) Any costs and expenses ordered by the court to be paid by the Minister, and any remuneration paid under this section, shall be paid out of moneys provided by Parliament.

Record of cancellation of certificate; restoration in certain cases.

12. (I) Where a certificate of a manager or under-manager is cancelled or suspended in pursuance of this Act, the Minister shall cause the cancellation or suspension to be recorded in the register of holders of certificates.

(II)

(II) The Minister may at any time, if it is shown to him to be just so to do, renew or restore, on such terms as he thinks fit, any certificate which has been cancelled or suspended in pursuance of this Act, and cause the renewal or restoration to be recorded in the register aforesaid.

Copy of certificate in case of loss.

13. Whenever any person proves to the satisfaction of the Minister that he has, without fault on his part, lost or been deprived of any certificate granted to him under this Act or under any Imperial Act, the Minister shall, on payment of such fee, if any, as he may direct, but not exceeding the fee specified in Schedule Two to this Act, cause a copy of the certificate to which the applicant appears by the register to be entitled, to be made out and certified by the person who keeps the register, and delivered to the applicant; and any copy which purports to be so made and certified as aforesaid shall have all the effect of the original certificate.

Expenses in relation to certificates and application of fees.

14. (I) All expenses incurred by the Minister in carrying into effect the provisions of this Act with respect to certificates of competency and service shall be defrayed out of moneys provided by Parliament.

(II) All fees payable by the applicants for examination for or for a copy of a certificate under this Act shall be paid into the Treasury as the Colonial Treasurer may from time to time direct, and be carried to the Consolidated Revenue Fund.

Penalty for forgery of, or false declaration as to certificate.

15. Every person who commits any of the following offences; that is to say:—

(I) Forges, or counterfeits, or knowingly makes any false statement in any certificate of competency, or of service granted under this Act or the Imperial Act, fifty and fifty-one Victoria chapter fifty-eight, or any Act repealed thereby, or any official copy of any such certificate; or

(II) Knowingly utters or uses any such certificate or copy which has been forged or counterfeited or contains any false statement; or

(III) For the purpose of obtaining for himself or any other person employment as a certificated manager or under-manager, or the grant, renewal, or restoration of any certificate under this Act or under any of the said Imperial Acts, or a copy thereof, either:—

(*a*) Makes or gives any declaration, representation, statement, or evidence which is false in any particular; or

(*b*) Knowingly utters, produces, or makes use of any such declaration, representation, statement, or evidence, or any document containing the same,

shall be guilty of a misdemeanour, and be liable on conviction to imprisonment for a term not exceeding two years, with or without hard labour.

2. *Inspection.*

Existing inspectors continued.

16. The persons who at the commencement of this Act are acting as inspectors under the Act hereby repealed shall continue to act in the same manner, and generally to be in the same position, as if they had been respectively appointed under this Act.

Appointment of inspectors of mines.

17. (I) The Minister may from time to time appoint duly qualified persons to be inspectors (under whatever title he may from time to time fix) of mines, and assign them their duties, and may award them such salaries as he may think fit, or as Parliament may approve, and may remove any such inspector.

(II) Notice of the appointment of every such inspector shall be published in the *Gazette*.

(III) Every such inspector is referred to in this Act as an inspector, and the inspector of a district means the inspector who is for the time being assigned to the district or portion of the Colony with reference to which the term is used.

Inspectors to hold certificates.

Every Inspector under this Act shall, after the commencement of this Act, hold a first-class certificate of competency or service as hereinbefore provided in regard to Managers, but for the purposes of this Act service as an Inspector of Collieries will be equivalent to service as manager of a mine.

Disqualification of persons as inspectors.

18. Any person who practices or acts as or is a partner of any person who practices or acts as a land agent or mining engineer, or as a manager, viewer, agent, or valuer of mines, or arbitrator in any difference arising between owners, agents, or managers of mines, or is otherwise employed in or about any mine, or is a miner's agent or a mine-owner (whether the mine is one to which this Act applies or not), shall not act as an inspector of mines under this Act, and no inspector shall be a partner or have any interest direct or indirect in any mine in the district under his charge.

Powers of inspectors.

19. An inspector under this Act shall have power to do all or any of the following things, namely:—

(I) To make such examination and inquiry as may be necessary to ascertain whether the provisions of this Act relating to matters above ground or below ground are complied with in the case of any mine.

(II)

(II) To enter, inspect, and examine any mine, and every part thereof, at all reasonable times by day and night, but so as not to impede or obstruct the working of the mine.

(III) To examine into and make inquiry respecting the state and condition of any mine or any part thereof, and the ventilation of the mine, and the sufficiency of the special rules for the time being in force in the mine, and all matters and things connected with or relating to the safety of the persons employed in or about the mine or any mine contiguous thereto, or the care and treatment of the horses and other animals used in the mine.

(IV) To exercise such other powers as may be necessary for carrying this Act into effect.

Every person who wilfully obstructs any inspector in the execution of his duty under this Act, and every owner, agent, and manager of a mine who refuses or neglects to furnish to the inspector the means necessary for making any entry, inspection, examination, or inquiry under this Act, in relation to the mine, shall be guilty of an offence against this Act.

Notice by inspector of causes of danger not expressly provided against.

20. (I) If in any respect (which is not provided against by any express provision of this Act or by any special rule) any inspector finds any mine or any part thereof, or any matter, thing, or practice in or connected with any such mine, or with the control, management, or direction thereof by the manager to be dangerous or defective, so as in his opinion to threaten or tend to the bodily injury of any person, he may give notice in writing thereof to the owner, agent, or manager of the mine, and shall state in the notice the particulars in which he considers the mine or any part thereof, or any matter, thing, or practice to be dangerous or defective, and require the same to be remedied, and unless the same be forthwith remedied shall also report the same to the Minister.

(II) If the owner, agent, or manager of the mine objects to remedy the matter complained of in the notice he may, within ten days after receipt of the notice, send his objection in writing, stating the grounds thereof to the Minister, and thereupon the matter shall be determined by arbitration in manner provided by this Act, and the date of the receipt of the objection shall be deemed to be the date of the reference.

(III) If the owner, agent, or manager fail, when no objection is sent as aforesaid, to comply with the requisition of the notice within ten days after the expiration of the time for objection, or when there has been an arbitration to comply with the award within the time fixed by the award, he shall be guilty of an offence against this Act, and the notice and award shall respectively be deemed to be written notice of the offence: Provided that the court, if satisfied that the owner, agent, or manager has taken active measures for complying with the notice or award, but has not, with reasonable diligence, been able to complete the works, may adjourn any proceedings taken before them for punishing the offence, and, if the works are completed within a reasonable time, no penalty shall be inflicted.

(IV) No person shall be precluded by any agreement from doing, or be liable under any contract to any penalty or forfeiture for doing, such acts as may be necessary in order to comply with the provisions of this section.

Annual reports of inspectors.

21. Every inspector of a district under this Act shall make an annual report of his proceedings during the preceding year to the Minister, which report, when embodied in the Annual Report of the Department of Mines, shall be laid before both Houses of Parliament.

Special reports of inspectors.

22. Where in any mine an explosion or accident has caused loss of life or personal injury to any person, the Minister may at any time direct an inspector to make a special report with respect to the explosion or accident.

Formal investigation when directed by the Minister.

23. Where it appears to the Minister that a formal investigation of any explosion or accident and of its causes and circumstances is expedient, the Minister may direct such investigation to be held, and with respect to any such investigation the following provisions shall have effect:—

(I) The Minister may appoint a competent person to hold the investigation, and may appoint any person or persons possessing legal or special knowledge to act as assessor or assessors in holding the investigation.

(II) The person or persons so appointed (hereinafter called the court) shall hold the investigation in open court, in such manner and under such conditions as the court may think most effectual for ascertaining the causes and circumstances of the explosion or accident, and enabling the court to make the report in this section mentioned.

(III) The court shall have for the purpose of the investigation all the powers of a Court of Petty Sessions when acting as a court in hearing informations for offences against this Act, and all the powers of an inspector under this Act, and in addition to the following powers, namely:

(a)

(a) Power to enter and inspect any place or building, the entry or inspection whereof appears to the court requisite for the said purpose.

(b) Power, by summons signed by the court, to require the attendance of all such persons as it thinks fit to call before it and examine for the said purpose, and for that purpose to require answers or returns to such inquiries as it thinks fit to make.

(c) Power to require the production of all books, papers, plans, and documents which it considers important for the said purpose.

(d) Power to administer an oath and require any person examined to make and sign a declaration of the truth of the statements made by him in his examination.

(IV) Persons attending as witnesses before the court shall be allowed such expenses as would be allowed to witnesses attending before the Supreme Court; and in case of dispute as to the amount to be allowed, the same shall be referred by the court to the Prothonotary, who, on request signed by the court, shall ascertain and certify the proper amount of the expenses.

(V) The court holding an investigation under this section shall make a report to the Minister, stating the causes of the explosion or accident and its circumstances, and adding any observations which the court thinks right to make.

(VI) All expenses incurred in and about an investigation under this section (including the remuneration of any person appointed to act as assessor) shall be deemed to be part of the expenses of the Minister in the execution of this Act.

(VII) Any person who without reasonable excuse (proof whereof shall lie on him) either fails, after having had the expenses (if any) to which he is entitled tendered to him, to comply with any summons or requisition of a court holding an investigation under this section, or prevents or impedes the court in the execution of its duty, shall for every such offence be liable to a fine not exceeding ten pounds, and in the case of a failure to comply with a requisition for making any return or producing any document shall be liable to a fine not exceeding ten pounds for every day that such failure continues.

Publication of reports.

24. The Minister may cause any special report of an inspector or any report of a court, under this part of this Act, to be made public at such time and in such manner as he may think fit.

Provisions as to arbitrations.

25. With respect to arbitrations under this Act, the following provisions shall have effect, and except where they are inconsistent with the provisions of this Act the provisions of the "Arbitration Act, 1892," shall apply to arbitrations under this Act:—

(I) The parties to the arbitration are in this section deemed to be the owner, agent, or manager of the mine on the one hand, and the inspector of mines (on behalf of the Minister) on the other.

(II) Each of the parties to the arbitration may, within fourteen days after the date of the reference, appoint an arbitrator.

(III) Every person who is appointed an arbitrator under this section shall be a practical mining engineer or a person accustomed to the working of mines, and no person shall act as arbitrator or umpire, under this Act, who is employed in, or in the management of, or is interested in the mine to which the arbitration relates.

(IV) The appointment of an arbitrator under this section shall be in writing, and notice of the appointment shall be forthwith sent to the other party to the arbitration, and shall not be revoked without the consent of that party.

(V) The death, removal, or other change in any of the parties to the arbitration shall not affect the proceedings under this section.

(VI) If within the said fourteen days either of the parties fails to appoint an arbitrator, the arbitrator appointed by the other party may proceed to hear and determine the matter in difference, and in that case the award of the single arbitrator shall be final.

(VII) If before an award has been made any arbitrator appointed by either party dies or becomes incapable to act, or for seven days refuses or neglects to act, the party by whom such arbitrator was appointed may appoint some other person to act in his place, and if he fails to do so within seven days after notice in writing from the other party for that purpose, the remaining arbitrator may proceed to hear and determine the matter in difference, and in that case the award of the single arbitrator shall be final.

(viii) In either of the foregoing cases where an arbitrator is empowered to act singly on one of the parties failing to appoint, the party so failing may, before the single arbitrator has actually proceeded in the arbitration, appoint an arbitrator, who shall then act as if no failure had occurred.

(ix) If the arbitrators fail to make their award within twenty-one days after the day on which the last of them was appointed, or within such extended time (if any) as may have been appointed for that purpose by both arbitrators under their hands, the matter in difference shall be determined by the umpire appointed as hereinafter mentioned.

(x) The arbitrators, before they enter on the matter referred to them, shall appoint, by writing under their hands, an umpire to decide on points on which they may differ.

(xi) If the umpire dies or becomes incapable of acting before he has made his award, or refuses to make his award within a reasonable time after the matter has been brought within his cognizance, the persons or person who appointed such umpire shall forthwith appoint another umpire in his place.

(xii) If the arbitrators refuse or fail, or for seven days after the request of either party neglect to appoint an umpire, then, on the application of either party, an umpire shall be appointed by the Minister, and such umpire shall be a District Court Judge or a Chairman of the General or Quarter Sessions of the Peace within the jurisdiction of which the mine or any shaft of the mine is situate.

(xiii) The decision of every umpire on the matters referred to him shall be final.

(xiv) If a single arbitrator fails to make his award within twenty-one days after the day on which he was appointed, the party who appointed him may appoint another arbitrator to act in his place.

(xv) Arrangements shall, whenever practicable, be made for the matter in difference being heard at the same time, before the arbitrators and the umpire.

(xvi) The arbitrators and the umpire, or any of them, may examine the parties and their witnesses on oath, and may also consult any counsel, engineer, or scientific person whom they may think it expedient to consult.

(xvii) The payment, if any, to be made to any arbitrator or umpire for his services shall be fixed by the Minister, and, together with the costs of the arbitration and award, shall be paid by the parties, or one of them, according as the award may direct. Such costs may be taxed by the Prothonotary, who, on the written application of either of the parties, shall ascertain and certify the proper amount thereof. The amount, if any, payable by the Minister shall be paid as part of the expenses of inspectors under this Act. The amount, if any, payable by the owner, agent, or manager, may, in the event of non-payment, be recovered in the same manner as fines under this Act.

Coroners.

Provisions as to coroners' inquests on deaths from accidents in mines.

26. With respect to coroners' inquests on the bodies of persons whose death may have been caused by explosions or accidents in or about mines, the following provisions shall have effect:—

(i) Where a coroner holds an inquest on the body of any person whose death may have been caused by any explosion or accident, of which notice is required by this Act to be given to the inspector of the district, the coroner shall adjourn the inquest, unless an inspector, or some person on behalf of the Minister, is present to watch the proceedings.

(ii) The coroner, at least four days before holding the adjourned inquest, shall send to the inspector for the district notice in writing of the time and place of holding the adjourned inquest.

(iii) The coroner, before the adjournment, may take evidence to identify the body, and may order the interment thereof.

(iv) If an explosion or accident has not occasioned the death of more than one person, and the coroner has sent to the inspector of the district notice of the time and place of holding the inquest at such time as to reach the inspector not less than twenty-four hours before the time of holding the same, it shall not be imperative on him to adjourn the inquest in pursuance of this section if the majority of the jury think it unnecessary so to adjourn.

(v) An inspector shall be at liberty at any such inquest to examine any witness, subject nevertheless to the order of the coroner.

(vi) Where evidence is given at an inquest, at which an inspector is not present, of any neglect as having caused or contributed to the explosion or accident, or of any defect in or about the mine appearing to the coroner or jury to require a remedy, the coroner shall send to the inspector of the district notice in writing of such neglect or defect.

(vii) Any person having a personal interest in, or employed in, or in the management of the mine in which the explosion or accident occurred shall not be qualified to serve on the jury empanelled on the inquest; and it shall be the duty of the constable or other officer not to summon any person disqualified under this provision, and it shall be the duty of the coroner not to allow any such person to be sworn or to sit on the jury.

(viii) Any relative of any person whose death may have been caused by the explosion or accident with respect to which the inquest is being held, and the owner, agent, or manager of the mine in which the explosion or accident occurred, and any person appointed by the order in writing of the majority of the workmen employed at the said mine, shall be at liberty to attend and examine any witness, either in person or by his counsel, solicitor, or agent.

Every person who fails to comply with the provisions of this section shall be guilty of an offence against this Act.

3. *Returns, Plan, Notices, and Abandonment.*

Returns by owner, agent, or manager of mine.

27. (i) On or before the twenty-first day of January in every year, the owner, agent, or manager of every mine shall send to the inspector of the district on behalf of the Minister a correct return, specifying, with respect to the year ending on the preceding thirty-first day of December, the particulars contained in the form in Schedule Three to this Act, or in such other form as may from time to time be prescribed in lieu of that form by the Minister: Provided that in the case of any mine which is not required by this Act to be under the control of a certificated manager, a return shall not be required of the particulars contained in Part B of the said form, unless or until the Minister otherwise prescribes.

(ii) Forms for the purpose of the returns required by this section shall from time to time, on application, be furnished by the inspector on behalf of the Minister.

(iii) The Minister may publish the aggregate results of the returns made under this section with respect to the whole Colony or any particular inspector's district, or any large portion of an inspector's district, and so much of any individual return as does not relate to the quantity of mineral gotten or wrought; but the portion of any individual return relating to the quantity of mineral gotten or wrought shall not be published without the consent of the person making the return, or of the owner of the mine to which it relates; and no person except an inspector, or the Minister, or the Under Secretary shall be entitled, without such consent, to see such portion as aforesaid of any individual return.

(iv) Every owner, agent, or manager of a mine who fails to comply with this section or makes any return which is to his knowledge false in any particular shall be guilty of an offence against this Act.

Plan of mine to be kept at office

28. (i) The owner, agent, or manager of every mine shall keep in the office at the mine an accurate plan of the workings of the mine, showing the workings up to a date not more than three months previously, and the general direction and rate of dip of the strata, together with a section of the strata sunk through, or if that be not reasonably practicable, a statement of the depth of the shaft, with a section of the seam, and in addition to the abovementioned plan there shall also be provided a tracing of a surface plan on the same scale showing thereon all streets, roads, buildings, creeks, rivers, bays, swamps, navigable waters, and limits of any tidal waters within the said boundary.

(ii) The owner, agent, or manager of the mine shall, on request at any time of an inspector under this Act, produce to him at the office at the mine such plan and section, and shall also on the like request mark on such plan and section the then state of the workings of the mine; and the inspector shall be entitled to examine the plan and section, and for official purposes only to make a copy of any part thereof respectively.

(iii) If the owner, agent, or manager of any mine fails to keep, or wilfully refuses to produce or allow to be examined, the plan and section aforesaid, or wilfully withholds any portion thereof, or wilfully refuses on request, to mark thereon the state of the workings of the mine, or conceals any part of those workings, or produces an imperfect or inaccurate plan or section, he shall (unless he shows that he was ignorant of the concealment, imperfection, or inaccuracy) be guilty of an offence against this Act; and further, the inspector may by notice in writing (whether a penalty for the offence has or has not been inflicted) require the owner, agent, or manager to cause an accurate plan and section, showing the particulars hereinbefore required, to be made within a reasonable time at the expense of the owner of the mine. Every such plan must be on a scale of not less than two chains to the inch or on the same scale as the plan for the time being in use at the mine.

(IV) If the owner, agent, or manager fails within twenty days after the requisition of the inspector, or within such further time as may be allowed by the Minister, to cause such plan and section to be made as hereby required, he shall be guilty of an offence against this Act.

(V) Every copy as aforesaid shall be deposited in the principal office of the Department of Mines and Agriculture, and, except as evidence in a Court, no copy thereof shall be furnished nor information in relation thereto given; but if, on the complaint of any owner or lessee of the surface, or the accredited officer of any municipality, that his or their rights or interests may be affected by the working of the mine, the Minister thinks fit so to direct, the inspector shall furnish a tracing of such part of the workings as are situated under the surface in respect of which complaint has been made.

(VI) If any officer shall furnish any copy, tracing, or information, or shall allow any person to inspect any such plan or tracing, unless directed by the Minister as aforesaid, he shall be guilty of an offence against this Act.

Notice to be given of accidents in mines.

29. Where in or about any mine, whether above or below ground, either:—

(I) Loss of life or any personal injury whatever to any person employed in or about the mine occurs by reason of any explosion of gas, or of any explosive, or of any steam boiler; or loss of life or any serious personal injury to any person employed in or about the mine occurs by reason of any accident whatever, the owner, agent, or manager of the mine shall, within twenty-four hours next after the explosion or accident, send notice in writing of the explosion or accident and of the loss of life or personal injury occasioned thereby to the inspector of the district on behalf of the Minister, and shall specify in the notice the character of the explosion or accident, and the number of persons killed or injured respectively.

(II) Where loss of life or serious personal injury has immediately resulted from an explosion or accident, the place where the explosion or accident occurred shall be left as it was immediately after the explosion or accident, until the expiration of at least three days after the sending of such notice as aforesaid of such explosion or accident, or until the visit of the place by an inspector, whichever first happens, unless compliance with this enactment would tend to increase or continue a danger, or would impede the working of the mine.

(III) Where any personal injury, of which notice is required to be sent under this section, results in the death of the person injured, notice in writing of the death shall be sent to the inspector of the district on behalf of the Minister within twenty-four hours after such death comes to the knowledge of the owner, agent, or manager.

Every owner, agent, or manager who fails to act in compliance with this section shall be guilty of an offence against this Act.

Notice to be given of opening and abandonment of mine.

30. In any of the following cases, namely:—

(I) Where any working is commenced for the purpose of opening a new shaft for or a seam of any mine.

(II) Where a shaft or seam of any mine is abandoned, or the working thereof discontinued.

(III) Where the working of a shaft or a seam of any mine is recommenced after any abandonment or discontinuance for a period exceeding two months; or

(IV) Where any change occurs in the name of any mine, or in the name of the owner, agent, or manager of any mine to which this Act applies, or in the principal officers of any incorporated company which is the owner of a mine; the owner, agent, or manager of the mine shall give notice thereof to the inspector of the district within one month after the commencement, abandonment, discontinuance, recommencement, or change; and if such notice is not given, the owner, agent, or manager shall be guilty of an offence against this Act.

Fencing in case of abandoned mine.

31. (I) Where any mine is abandoned or the working thereof discontinued, at whatever time the abandonment or discontinuance occurred, the owner thereof and every other person interested in the minerals of the mine shall cause the top of every shaft and every side entrance from the surface to be and to be kept securely fenced for the prevention of accidents: Provided that,—

(a) Subject to any contract to the contrary, the owner of the mine shall, as between himself and any other person interested in the minerals of the mine, be liable to carry into effect this section, and to pay any costs, charges, and expenses incurred by any other person interested in the minerals of the mine in carrying this section into effect.

(b) Nothing in this section shall exempt any person from any liability under any other Act or otherwise.

(II) If any person fails to act in conformity with this section, he shall be guilty of an offence against this Act.

(III) No person shall be precluded by any agreement from doing, or be liable under any contract to any damages, penalty, or forfeiture for doing such acts as may be necessary in order to comply with the provisions of this section.

(IV) If any occupier of land or other person wilfully obstructs the owner of a mine or other person interested as aforesaid in doing any such acts, he shall be guilty of an offence against this Act.

(V) Any shaft or side entrance which is not fenced as required by this section, and is within fifty yards of any highway, road, footpath, or place of public resort, or is in open or unenclosed land, shall be deemed to be a public nuisance.

Plan of abandoned mine or seam to be sent to Minister.

32. (I) Where any mine or seam is abandoned, the owner of the mine or seam at the time of its abandonment shall, within three months after the abandonment, send to the Minister an accurate plan showing the boundaries, the whole of the workings of the mine or seam up to the time of the abandonment, and the position of the workings with regard to the surface, and the general direction and rate of dip of the strata, together with a section of the strata sunk through, or if that is not reasonably practicable, a statement of the depth of the shaft, with a section of the seam. Every such plan must be on a scale of not less than two chains to the inch, or on the same scale as the plan used at the mine at the time of its abandonment.

(II) The plan and section shall be preserved under the care of the Minister; but no person, except as provided in section twenty-eight, other than an inspector under this Act, shall be entitled, without the consent of the owner or agent of the mine or seam, to see the plan when so sent until after the expiration of ten years from the time of the abandonment.

(III) The owner or agent aforesaid shall also, within three months of the abandonment of the mine or seam, send to the inspector of the district, on behalf of the Minister, a correct return specifying, with respect to the period which has elapsed since the expiration of the year covered by the last annual return made under this Act, the particulars required in that return, and the provisions of this Act with respect to the said annual return shall apply to the return so sent.

(IV) If the owner or agent of a mine or seam fails to comply with this section he shall be guilty of an offence against this Act, and be liable to a fine not exceeding thirty pounds.

(V) A complaint or information of an offence under this section may be made or laid at any time within six months after abandonment of the mine or seam, or after service on the owner or agent aforesaid of a notice to comply with the requirements of this section, whichever last happens.

Service of notices.

33. All notices under this Act shall (unless expressly required to be in print) be in either writing or print (including lithograph), or partly in writing and partly in print (including lithograph), and all notices and documents required by this Act to be served or sent by or to an inspector may be either delivered personally or served and sent by post by a registered letter, and if served or sent by post shall be deemed to have been served and received respectively at the time when the letter containing the same would be delivered in the ordinary course of post; and in proving such service or sending, it shall be sufficient to prove that the letter containing the notice was properly addressed and put into the post.

4. *Employment of Boys and Females.*

Employment and registration of boys and females.

Hours of employment of boys.

34. (I) Subject to the provisions of section thirty-five of this Act (dealing with the employment of boys), no boy under the age of fourteen years and no female shall be employed in or about a mine. And no boys between the age of fourteen years and eighteen years shall be employed in or allowed to be, for the purpose of employment, in any mine below ground for more than ten hours on Monday, Tuesday, Wednesday, Thursday, Friday, and six hours on one Saturday and eight hours on the next Saturday.

Regulations as to employment of boys.

For the purpose of this Act, with respect to the employment of such boys in a mine below ground the following regulations shall have effect, that is to say :—

(*a*) There shall be allowed an interval of not less than twelve hours between each period of employment.

(*b*) Each period of employment shall be inclusive of one hour for meals.

(*c*) A week shall be deemed to begin at midnight on Saturday night, and to end at midnight on the succeeding Saturday night.

(II) The owner, agent, or manager of every mine shall keep in the office at the mine a register, and shall cause to be entered in that register, in such form as the Minister may from time to time prescribe or sanction, the name, age, residence, and date of first employment of all boys under the age of eighteen

eighteen employed in the mine below ground, and of all such boys employed above ground in connection with the mine; and shall, on request, produce the register to any inspector under this Act, and to any officer of the Department of Public Instruction, at the mine, at all reasonable times, and shall allow any such inspector or officer to inspect and copy the same.

(III) The immediate employer of every such boy, other than the owner, agent, or manager of the mine, before he causes the boy to be below ground in any mine, shall report to the manager of the mine, or to some person appointed by that manager, that he is about to employ the boy in the mine.

Temporary saving for employment of boys, &c.

35. The provisions of this Act shall not—

(I) Prevent a boy under the age of fourteen years who, before the commencement of this Act, is lawfully employed in any mine below ground from continuing to be employed in a mine; nor

(II) Prevent a boy who, before the commencement of this Act, is lawfully employed above ground in connection with any mine from continuing to be above ground in connection with a mine; nor

(III) Prevent a competent male person above the age of eighteen years, who, before the commencement of this Act, is lawfully employed in working the machinery used for lowering and raising persons in a mine from continuing to be so employed.

Penalty for employment of persons in contravention of Act.

36. If any person contravenes or fails to comply with, or permits any person to contravene or fail to comply with any provision of this Act with respect to the employment of boys or females, or to the register of boys, or to reporting the intended employment of boys, he shall be guilty of an offence against this Act; and in the event of any such contravention or non-compliance by any person whomsoever, the owner, agent, and manager of the mine shall each be guilty of an offence against this Act, unless he proves that he had taken all reasonable means, by publishing and to the best of his power enforcing the provisions of this Act, to prevent the contravention or non-compliance.

5. *Wages and Single Shafts.*

Prohibition of payment of wages at public houses, &c.

37. (I) No wages shall be paid to any person employed in or about any mine at or within any public-house, beer-shop, or place for the sale of any spirits, beer, wine, cider, or other spirituous or fermented liquor, or other house of entertainment, or any office, garden, or place belonging thereto or occupied therewith.

(II) Every person who contravenes or fails to comply with, or permits any person to contravene or fail to comply with this section shall be guilty of an offence against this Act; and in the event of any such contravention or non-compliance by any person whomsoever, the owner, agent, and manager of the mine shall each be guilty of an offence against this Act, unless he proves that he had taken all reasonable means, by publishing and to the best of his power enforcing the provisions of this section, to prevent the contravention or non-compliance.

38. (I) Where the amount of wages paid to any of the persons employed in a mine depends on the amount of mineral gotten by them, those persons shall be paid according to the actual weight gotten by them of the mineral contracted to be gotten, and the mineral gotten by them shall be truly weighed at a place as near to the pit mouth as is reasonably practicable: Provided that nothing in this section shall preclude the owner, agent, or manager of the mine from agreeing with the persons employed in the mine that deductions shall be made in respect of stones or substances other than the mineral contracted to be gotten, which shall be sent out of the mine with the mineral contracted to be gotten, or in respect of any tubs being improperly filled in those cases where they are filled by the getter of the mineral or his drawer, or by the person immediately employed by him, such deductions being determined in such special mode as may be agreed upon between the owner, agent, or manager of the mine on the one hand, and the persons employed in the mine on the other; or by some person appointed in that behalf by the owner, agent, or manager, or (if any check weigher is stationed for this purpose as hereinafter mentioned) by such person and such check weigher, or in case of difference by a third person to be mutually agreed on by the owner, agent, or manager of the mine on the one hand, and the persons employed in the mine on the other, or in default of agreement appointed by a Chairman of a Court of General or Quarter Sessions within the jurisdiction of which any shaft of the mine is situate.

(II) If any person contravenes or fails to comply with, or permits any person to contravene or fail to comply with this section, he shall be guilty of an offence against this Act; and in the event of any such contravention or non-compliance by any person whomsoever, the owner, agent, and manager of the mine shall each be guilty of an offence against this Act, unless he proves that he had taken all reasonable means by publishing and to the best of his power enforcing the provisions of this section to prevent the contravention or non-compliance.

(III) Nothing in this Act shall be held to authorise or give any power to any owner or manager of a mine to pay miners by the method known as the standard weight system, and from and after the commencement of this Act that system shall be and is hereby abolished.

(IV) Where it is proved to the satisfaction of the Minister, in the case of any mine or class of mines employing not more than twenty persons under ground, to be expedient that the persons employed therein should, upon the joint representation of the owner or owners of any such mine or class of mines and the said persons, be paid by any method other than that provided by this Act, such Minister may, if he think fit, by order allow the same either without conditions or during the time and on the conditions specified in the order.

Agent may be summoned for wages.

39. Whenever any sum of money not exceeding fifty pounds shall be claimed to be due to any person on account of any kind of labour performed at any colliery in charge of owner or agent it shall be lawful for any Justice or Clerk of Petty Sessions, upon complaint made to him touching or concerning the non-payment of any such sum, to summon such owner or agent to appear before any two Justices at the nearest Petty Sessions, and the Justices there assembled may examine the parties and their respective witnesses touching the complaint, and may inspect any agreement or duplicate copy thereof if produced, and may make an order for the payment by such owner or agent of any sum not exceeding fifty pounds, as shall appear to such Justices lawfully due, together with all costs incurred and damage sustained by the complainant in prosecuting such claim, and in case of refusal or non-payment of any sum so ordered to be paid by such owner or agent, then such Justices shall issue their warrant to levy the same by distress and sale of all or a sufficient part of the goods, chattels, colliery produce, plant, rolling-stock, horses, and machinery of or belonging to the owner of such colliery: Provided always that no person making default in payment under this section shall be liable to imprisonment, any law to the contrary notwithstanding.

Appointment on part of men, and removal of check weigher.

40. (I) The persons who are employed in a mine, and are paid according to the weight of the mineral gotten by them, may, at their own cost, station a person (in this Act referred to as "a check weigher") at each place appointed for the weighing of the mineral and at each place appointed for determining the deductions, in order that he may, on behalf of the persons by whom he is so stationed, take a correct account of the weight of the mineral, or determine correctly the deductions, as the case may be. He shall be authorised to require that the process of weighing shall be carried on continuously throughout the working hours during the whole time that the pit is drawing coal.

(II) A check weigher shall have every facility afforded to him for enabling him to fulfil the duties for which he is stationed, including facilities for examining and testing the weighing machine, and checking the tareing of tubs and trams where necessary, and including also the continuous weighing of the coal; and if at any mine proper facilities are not afforded to a check weigher as required by this section, the owner, agent, and manager of the mine shall each be guilty of an offence against this Act, unless he proves that he had taken all reasonable means to enforce to the best of his power the requirements of this section.

(III) A check weigher shall not be authorised in any way to impede or interrupt the working of the mine, or to interfere with the weighing, or with any of the workmen, or with the management of the mine; but shall be authorised only to fulfil the duties in the two preceding sub-clauses mentioned, and the absence of a check weigher from the place at which he is stationed shall not be a reason for interrupting or delaying the weighing or the determination of deductions at such place respectively, but the same shall be done or made by the person appointed in that behalf by the owner, agent, or manager, unless the absent check weigher had reasonable ground to suppose that the weighing or the determination of the deductions, as the case may be, would not be proceeded with: Provided always that nothing in this section shall prevent a check weigher giving to any workman an account of the mineral gotten by him, or information with respect to the weighing or the weighing machine, or the tareing of the tubs or trams, or with respect to the deductions, or any other matter within the scope of his duties as check weigher, so always, nevertheless, that the working of the mine be not interrupted or impeded.

(IV) If the owner, agent, or manager of the mine desires the removal of a check weigher on the ground that the check weigher has impeded or interrupted the working of the mine, or interfered with the weighing or with any of the workmen, or with the management of the mine, or has at the mine, to the detriment of the owner, agent, or manager, done anything beyond taking such account, determining such deductions, or giving such information as aforesaid, the owner, agent, or manager may complain to the nearest Court of Petty Sessions who, if of opinion that the owner, agent, or manager shows sufficient *prima facie* ground for the removal of the check weigher, shall call on the check weigher to show cause against his removal

(V) On the hearing of the case the Court shall hear the parties, and if they think that at the hearing sufficient ground is shown by the owner, agent, or manager to justify the removal of the check weigher, shall make a summary order for his removal, and the check weigher shall thereupon be removed, but without prejudice to the stationing of another check weigher in his place.

(VI)

(VI) The Court may in every case make such order as to the costs of the proceedings as the Court may think just.

(VII) If in pursuance of any order of exemption made by the Minister, the persons employed in a mine are paid by the measure or gauge of the material gotten by them, the provisions of this Act shall apply in like manner as if the term "weighing" included measuring and gauging, and the terms relating to weighing shall be construed accordingly.

(VIII) If the person appointed by the owner, agent, or manager to weigh the mineral impedes or interrupts the check weigher in the proper discharge of his duties, or improperly interferes with or alters the weighing machine or the tare in order to prevent a correct account being taken of the weighing and tareing, he shall be guilty of an offence against this Act.

Remuneration of check weigher.

41. (I) Where a check weigher has been appointed by the majority, ascertained by ballot, of the persons employed in a mine who are paid according to the weight of the mineral gotten by them, and has acted as such, he may recover from any person for the time being employed at such mine and so paid, his proportion of the check weigher's wages or recompense, notwithstanding that any of the persons by whom the check weigher was appointed may have left the mine or others have entered the same since the check weigher's appointment, any rule of law or equity to the contrary notwithstanding.

(II) It shall be lawful for the owner or manager of any mine, where the majority of the before-mentioned persons, ascertained as aforesaid, so agree, to retain the agreed contribution of the persons so employed and paid as aforesaid for the check weigher, and to pay and account for the same to the check weigher.

Application of 16 Vic. No. 34 to weights, &c., used in mines.

42. (I) The "Weights and Measures Act," sixteenth Victoria number thirty-four, and any Act relating to weights and measures, shall apply to all weights, balances, scales, steelyards, and weighing machines used at any mine for determining the wages payable to any person employed in the mine according to the weight of the mineral gotten by him, in like manner as it applies to weights, balances, scales, steelyards, and weighing machines used for trade.

(II) An inspector of weights and measures appointed under the said Act shall once at least in every six months inspect and examine in manner directed by the said Act the weights, balances, scales, steelyards and weighing machines used or in the possession of any person for use as aforesaid at any mine within his district; and shall also make such inspection and examination at any other time in any case where he has reasonable cause to believe that there is in use at the mine any false or unjust weight, balance, scale, steelyard, or weighing machine.

(III) The inspector shall also inspect and examine the measures and gauges in use at the mines within his district; but nothing in this section shall prevent or interfere with the use of the measures or gauges ordinarily used at the mine.

(IV) An inspector may for the purposes of this section, without any authorisation from a Justice of the Peace, exercise at or in any mine, as respects all weights, measures, scales, balances, steelyards, and weighing machines used or in the possession of any person for use at or in that mine, all such powers as he could exercise if authorised in writing by a Justice of the Peace, under the "Weights and Measures Act," with respect to any such weights, measures, scales, balances, steelyards, and weighing machines as therein mentioned; and all the provisions of sections seventeen and eighteen of that Act, including the liability to penalties shall apply to such inspection.

(V) The inspector of weights and measures shall not, in fulfilling the duties required of him under this section impede or obstruct the working of the mine.

Single Shafts.

Prohibition of single shafts.

43. (I) After the commencement of this Act the owner, agent, or manager of a mine shall not employ any person in the mine, or permit any person to be in the mine for the purpose of employment therein, unless the following conditions respecting shafts or outlets are complied with, that is to say—

(*a*) There must be at least two shafts or outlets, with which every seam for the time being at work in the mine shall have a communication, so that such shafts or outlets shall afford separate means of ingress and egress available to the persons employed in every such seam, whether the shafts or outlets belong to the same mine or to more than one mine.

(*b*) Such shafts or outlets must not at any point be nearer to one another than fifty yards, and there shall be between such two shafts or outlets a communication not less than four feet wide and six feet high.

(c) Proper apparatus for raising and lowering persons at each such shaft or outlet shall be kept on the works belonging to the mine, and such apparatus if not in actual use at the shafts or outlets shall be constantly available for use.

(II) Every owner, agent, and manager of a mine who acts in contravention of or fails to comply with this section shall be guilty of an offence against this Act.

(III) The Supreme Court, whether any other proceedings have or have not been taken, may, on the application of the Attorney-General, prohibit by injunction the working of any mine in which any person is employed, or is permitted to be for the purpose of employment in contravention of this section, and may award such costs in the matter of the injunction as the Court thinks just; but this provision shall be without prejudice to any other remedy permitted by law for enforcing the provisions of this Act.

(IV) Written notice of the intention to apply for such injunction in respect of any mine shall be given to the owner, agent, or manager of the mine not less than ten days before the application is made.

Agreements not to preclude compliance with Act.

44. No person shall be precluded by any agreement from doing such acts as may be necessary for providing a second shaft or outlet to a mine, where the same is required by this Act, or be liable under any contract to any penalty or forfeiture for doing such Acts as may be necessary in order to comply with the provisions of this Act with respect to shafts or outlets.

Exceptions from provisions as to shafts.

45. The foregoing provisions of this Act with respect to shafts or outlets shall not apply—

(I) In the case of a new mine being opened—

(a) to any working for the purpose of making a communication between two or more shafts;

(b) to any working for the purpose of searching for or proving minerals;

so long as not more than twenty persons are employed below ground at any one time in the whole of the different seams in connection with a single shaft or outlet: nor

(II) To any proved mine so long as it is exempted by order of the Minister on the ground either—

(a) that the quantity of mineral proved is not sufficient to repay the outlay which would be occasioned by sinking or making a second shaft or outlet, or by establishing communication with a second shaft or outlet, in any case where such communication existed and has become unavailable; or

(b) that the workings in any seam of the mine have reached the boundary of the property or the extremity of the mineral field of which that seam is a part, and that it is expedient to work away the pillars already formed in course of the ordinary working, notwithstanding that one of the shafts or outlets may be cut off by so working away the pillars of that seam;

and so long as not more than twenty persons are employed below ground at any one time in the whole of the different seams in connection with a single shaft or outlet; nor

(III) To any mine—

(a) while a shaft is being sunk, or an outlet being made; or

(b) one of the shafts or outlets of which has become, by reason of some accident, unavailable for the use of the persons employed in the mine;

so long as the mine is exempted by order of the Minister, and as the conditions (if any) annexed to the order of exemption are duly observed. The provision in this Act requiring the two shafts or outlets of a mine to be separated by a distance of not less than fifty yards shall not apply to any mine which is provided with two shafts sunk before the commencement of this Act, but at that time separated by a distance of less than ten feet, or commenced to be sunk before the commencement of this Act, but separated by a distance of more than ten feet and less than fifty yards. The foregoing provisions of this Act as to the dimensions of the communication between two shafts or outlets shall not apply to any mine or class of mines so long as the same is exempted therefrom by order of the Minister by reason of the thinness of the seams or other exigencies affecting that mine or class of mines, and so long as the conditions (if any) annexed to the order of exemption are duly observed.

6. *Division of Mine into Parts.*

Division of mine into parts.

46. (I) Where two or more parts of a mine are worked separately, the owner, agent, or manager of the mine shall give notice in writing to that effect to the inspector of the district, and thereupon each such part shall, for all purposes of this Act, be deemed to be a separate mine.

(II) If the Minister is of opinion that the division of a mine in pursuance of this section tends to lead to evasion of the provisions of this Act, or otherwise to prevent the carrying of this Act into effect he may object to the division by notice served on the owner, agent, or manager of the mine; and

and the owner, agent, or manager, if he declines to acquiesce in such objection, may, within twenty days after receipt of the notice, send a notice to the inspector of the district, stating that he declines so to acquiesce, and thereupon the matter shall be determined by arbitration in manner provided by this Act; and the date of the receipt of the last-mentioned notice shall be deemed to be the date of the reference.

PART II.

7. *Rules.*

General Rules.

47. The following general rules shall be observed, so far as is reasonably practicable, in every mine:— General rules.

Rule 1. An adequate amount of ventilation shall be constantly produced in every mine to dilute and render harmless noxious gases to such an extent that the working-places of the shafts, levels, stables, and workings of the mine, and the travelling roads to and from those working-places shall be in a fit state for working and passing therein. The ventilation so produced shall be the supply of pure air in quantity not less than one hundred cubic feet per minute for each man, boy, and horse employed in the mine, which (in that proportion but with as much more as the inspector shall direct) shall sweep the face of each and every working-place where man, boy, or horse is engaged or passing, main return airways only excepted. Ventilation of mines.

Every mine, except such as are worked on the long-wall system, shall be divided into districts or splits of not more than seventy men in each; and each district shall be supplied with a separate current of fresh air. The intake air shall travel free from all stagnant water, stables, and old workings. In the case of mines required by this Act to be under the control of a certificated manager, the quantity of air in the respective splits or currents shall at least once in every month be measured and entered in a book to be kept for the purpose at the mine.

Rule 2. Where a fire is used for ventilation in any mine newly opened after the commencement of this Act, the return air, unless it be so diluted as not to be inflammable, shall be carried off clear of the fire by means of a dumb drift or airway. Ventilation by fire.

Rule 3. Where a mechanical contrivance for ventilation is introduced into any mine after the commencement of this Act, it shall be in such position and placed under such conditions as will tend to insure its being uninjured by an explosion. Ventilation by machinery.

Rule 4. A station or stations shall be appointed at the entrance to the mine, or to different parts of the mine, as the case may require, and the following provisions shall have effect:— Stations and inspection of condition as to ventilation, &c.

(1) As to inspection before commencing work:—

A competent person or competent persons appointed by the owner, agent, or manager for the purpose, not being contractors for getting minerals in the mine shall, within such time immediately before the commencement of each shift, as shall be fixed by special rules made under this Act, inspect every part of the mine situate beyond the station or each of the stations, and in which workmen are to work or pass during that shift, and shall ascertain the condition thereof so far as the presence of gas, ventilation, roof, and sides, and general safety are concerned.

No workman shall pass beyond any such station until the part of the mine beyond that station has been so examined and stated by such competent person to be safe.

The inspection shall be made with a locked safety lamp, except in the case of any mine in which inflammable gas has not been found within the preceding twelve months.

A report specifying where noxious or inflammable gas, if any, was found present, the condition of the ventilation, and what defects, if any, in roofs or sides, and what if any other source of danger were or was observed, shall be recorded without delay in a book to be kept at the mine for the purpose, and accessible to the workmen, and such report shall be signed by, and so far as the same does not consist of printed matter shall be in the handwriting of the person who made the inspection.

For the purpose of the foregoing provisions of this rule, two or more shifts succeeding one another without any interval are to be deemed to be one shift.

(II) As to inspection during shifts:—

A similar inspection shall be made in the course of each shift of all parts of the mine in which workmen are to work or pass during that shift, but it shall not be necessary to record a report of the same in a book: Provided that in the case of a mine worked continuously throughout the twenty-four hours by a succession of shifts, the report of one of such inspections shall be recorded in manner above required.

Inspection of machinery, &c., above and below ground.

Rule 5. A competent person or competent persons, appointed by the owner, agent, or manager for the purpose, shall, once at least in every twenty-four hours, examine the state of the external parts of the machinery, the state of the guides and conductors in the shafts, and the state of the head gear, ropes, chains, and other similar appliances of the mine which are in actual use both above ground and below ground, and shall once at least in every week examine the state of the shafts by which persons ascend or descend; and shall make a true report of the result of such examination, and every such report shall be recorded without delay in a book to be kept at the mine for the purpose, and shall be signed by the person who made the inspection.

Fencing of entrances.

Rule 6. Every entrance to any place which is not in actual use or course of working and extension shall be properly fenced across the whole width of the entrance, so as to prevent persons inadvertently entering the same.

Withdrawal of workmen in case of danger.

Rule 7. If at any time it is found by the person for the time being in charge of the mine, or any part thereof, that by reason of inflammable gases prevailing in the mine, or that part thereof, or of any cause whatever, the mine or that part is dangerous, every workman shall be withdrawn from the mine or part so found dangerous, and a competent person appointed for the purpose shall inspect the mine or part so found dangerous, and if the danger arises from inflammable gas, shall inspect the mine or part with a locked safety lamp; and in every case shall make a true report of the condition of the mine or part; and a workman shall not, except in so far as is necessary for inquiring into the cause of danger or for the removal thereof, or for exploration, be readmitted into the mine, or part so found dangerous, until the same is stated by the person appointed as aforesaid not to be dangerous. Every such report shall be recorded in a book which shall be kept at the mine for the purpose, and shall be signed by the person who make the inspection.

Use of safety lamps in certain places.

Rule 8. No lamp or light other than a locked safety lamp shall be allowed or used,—

(*a*) In any place in a mine in which there is likely to be any such quantity of inflammable gas as to render the use of naked lights dangerous; or

(*b*) In any working approaching near a place in which there is likely to be an accumulation of inflammable gas

And when it is necessary to work the coal in any part of a ventilating district with safety lamps, it shall not be allowable to work the coal with naked lights in another part of the same ventilating district situated between the place where such lamps are being used and the return airway.

Construction of safety lamps.

Rule 9. Wherever safety lamps are used, they shall be so constructed that they may be safely carried against the air current ordinarily prevailing in that part of the mine in which the lamps are for the time being in use, even though such current should be inflammable.

Examination of safety lamps.

Rule 10. In any mine or part of a mine in which safety lamps are required by this Act, or by the special rules made in pursuance of this Act to be used,—

(I) A competent person appointed by the owner, agent, or manager for the purpose shall, either at the surface, or at the appointed lamp station, examine every safety lamp immediately before it is taken into the workings for use, and ascertain it to be in safe working order and securely locked; and such lamps shall not be used until they have been so examined and found in safe working order and securely locked.

(II) A safety lamp shall not be unlocked except either at the appointed lamp station or for the purpose of firing a shot, in conformity with the provisions hereinafter contained.

(III) A person, unless he has been appointed either for the purpose of examining safety lamps, or for the purpose of firing shots, shall not have in his possession any contrivance for opening the lock of any safety lamp.

(IV) A person shall not have in his possession any lucifer match or apparatus of any kind for striking a light except within a completely-closed chamber attached to the fuse of the shot.

Rule 11.

Rule 11. Where safety lamps are required to be used, the position of the lamp stations for lighting or relighting the lamps shall not be in the return air. Lamp stations.

Rule 12. Any explosive substance shall only be used in the mine below ground as follows:— Use of explosives below ground.

(*a*) It shall not be stored in the mine.

(*b*) It shall not be taken into the mine, except in cartridges in a secure case or canister containing not more than five pounds: Provided that on the application of the owner, agent, or manager of any mine, the Minister may, by order, exempt such mine from so much of this rule as forbids taking an explosive substance into the mine except in cartridges.

(*c*) A workman shall not have in use at one time in any one place more than one of such cases or canisters.

(*d*) In the process of charging or stemming for blasting, a person shall not use or have in his possession any iron or steel pricker, scraper, charger, tamping rod, or stemmer; nor in any mine or part of a mine in which safety lamps are required by this Act to be used shall dry coal or coal-dust be used for tamping.

(*e*) No explosive shall be forcibly pressed into a hole of insufficient size, and when a hole has been charged, the explosive shall not be unrammed; and no hole shall be bored for a charge at a distance of less than six inches from any hole where the charge has missed fire: Provided that in cases where a fuse is used no person shall return to a place where such charge has missed fire until a period of eight hours has elapsed from the lighting of the fuse attached to such charge.

(*f*) In any place in which the use of a locked safety lamp is for the time being required by or in pursuance of this Act, or which is dry and dusty, no shot shall be fired except by, or under the direction of, a competent person appointed by the owner, agent, or manager of the mine; and such person shall not fire the shot or allow it to be fired until he has examined both the place itself where the shot is to be fired and all contiguous accessible places of the same seam within a radius of twenty yards, and has found such place safe for firing.

(*g*) If in any mine, at either of the inspections under rule four recorded last before a shot is to be fired, inflammable gas has been reported to be present in the ventilating district in which the shot is to be fired, the shot shall not be fired,—

(I) Unless a competent person, appointed as foresaid, has examined the place where gas has been so reported to be present, and has found that such gas has been cleared away, and that there is not at or near such place sufficient gas issuing or accumulated to render it unsafe to fire the shot; or

(II) Unless the explosive employed in firing the shot is so used with water or other contrivance as to prevent it from inflaming gas, or is of such a nature that it cannot inflame gas.

(*h*) If the place where a shot is to be fired is dry and dusty, then the shot shall not be fired unless one of the following conditions is observed, that is to say:—

(I) Unless the place of firing and all contiguous accessible places within a radius of twenty yards therefrom are at the time of firing in a wet state from thorough watering or other treatment equivalent to watering, in all parts where dust is lodged, whether roof, floor, or sides; or

(II) In the case of places in which watering would injure the roof or floor, unless the explosive is so used with water or other contrivance as to prevent it from inflaming gas or dust, or is of such a nature that it cannot inflame gas or dust.

(*i*) If such dry and dusty place is part of a main haulage road, or is a place contiguous thereto, and showing dust adhering to the roof and sides, no shot shall be fired there unless,—

(I) Both the conditions mentioned in sub-head (*h*) have been observed; or

(II) Unless such one of the conditions mentioned in sub-head (*h*) as may be applicable to the particular place has been observed, and moreover all workmen have been removed from the seam in which the shot is to be fired, and from all seams communicating with the shaft on the same level, except the men engaged in firing the shot, and such other persons, not exceeding ten, as are necessarily employed in attending to the ventilating furnaces, steam-boilers, engines, machinery, winding apparatus signals, or horses, or in inspecting the mine:

(*k*) In this Act "ventilating district" means such part of a seam as has an independent intake commencing from a main intake air-course, and an independent return air-way terminating at a main return air-course; and "main haulage road" means a road which has been, or for the time being is, in use for moving trams by steam or other mechanical power.

(*l*) Where a seam of a mine is not divided into separate ventilating districts the provisions in this Act relating to ventilating districts shall be read as though the word "seam" were substituted for the words "ventilating district."

Water and bore-holes.

Rule 13. Where a place is likely to contain a dangerous accumulation of water, the working approaching that place shall not at any point within forty yards of that place exceed eight feet in width, and there shall be constantly kept at a sufficient distance, not being less than five yards in advance, at least one bore-hole, near the centre of the working, and sufficient flank bore-holes on each side.

Signalling and man-holes for travelling planes worked by machinery

Rule 14. Every underground plane on which persons travel, which is self-acting or worked by an engine, windlass, or gin, shall be provided (if exceeding thirty yards in length) with some proper means of communicating distinct and definite signals between the stopping places and the ends of the plane, and shall be provided in every case with sufficient man-holes for places of refuge, at intervals of not more than twenty yards, and of not less than six feet high, three feet wide, and four feet deep, or if there is not room for a person to stand between the side of a tub and the side of the plane, then (unless the tubs are moved by an endless chain or rope) at intervals of not more than ten yards.

Man-holes for other travelling roads.

Rule 15. Every road on which persons travel underground where the load is drawn by a horse or other animal shall be provided, at intervals of not more than fifty yards, with sufficient man-holes, or with places of refuge, and every such place of refuge shall be of sufficient length, and at least three feet in width between the waggons running on the road and the side of such road. There shall be at least two proper travelling ways into every steam-engine room and boiler gallery.

Man-holes to be kept clear.

Rule 16. Every man-hole and every place of refuge shall be constantly kept clear, and no person shall place anything in any such man-hole or place of refuge.

Dimensions of travelling roads.

Rule 17. Every travelling road on which a horse or other draught animal is used under-ground shall be of sufficient dimensions to allow the horse or other animal to pass without rubbing against the roof or timbering.

Fencing of shafts.

Rule 18. The top of every shaft which for the time being is out of use, or used only as an air-shaft, shall be and shall be kept securely fenced.

Trolley over pit mouth.

Rule 19. Every shaft in course of sinking shall be provided with a trolley to run over the pit's mouth and receive the load when brought to the surface. Such trolley to be large enough to cover the opening at the pit top.

Fencing of entrances to shafts.

Rule 20. The top and all entrances between the top and bottom, including the sump, if any, of every working, ventilating, or pumping shaft shall be properly fenced, but this shall not be taken to forbid the temporary removal of the fence for the purpose of repairs or other operations, if proper precautions are used.

Securing of shafts.
Sinking pit to be cleared of gas.

Rule 21. Where the natural strata are not safe, every working or pumping shaft shall be securely cased, lined, or otherwise made secure. Every shaft in course of sinking shall be kept clear of all noxious gases by a fan or some other appliance.

Securing of roofs and sides.

Rule 22. The roof and sides of every travelling road and working place shall be made secure, and a person shall not, unless appointed for the purpose of exploring or repairing, travel or work in any such travelling road or working place which is not made so secure.

Timbering.

Rule 23. Where the timbering of the working places is done by the workmen employed therein, suitable timber shall be provided at the working place, gate end, pass bye, siding, or other similar place in the mine convenient to the workmen, and the distance between the sprags or holing props where they are required shall not exceed six feet or such less distance as may be ordered by the owner, agent, or manager.

Option of using downcast shaft.

Rule 24. Where there is a downcast and furnace shaft to the same seam, and both such shafts are provided with apparatus in use for raising and lowering persons, every person employed in the mine shall, on giving reasonable notice, have the option of using the downcast shaft.

Attendance of engineman.

Rule 25. In any mine which is usually entered by means of machinery a competent male person not less than twenty-two years of age shall be appointed for the purpose of working the machinery which is employed in lowering and raising persons therein, and shall attend for that purpose during the whole time that any person is below ground in the mine.

Where any shaft, plane, or level is used for the purpose of communication from one part to another part of a mine, and persons are taken up or down or along such shaft, plane, or level

level by means of any engine, windlass, or gin driven or worked by steam or any mechanical power, or by an animal, or by manual labour, the person in charge of such engine, windlass, or gin, or of any part of the machinery, ropes, chains, or tackle connected therewith must be a competent male person not less than eighteen years of age.

Where the machinery is worked by an animal, the person under whose direction the driver of the animal acts shall for the purpose of this rule be deemed to be the person in charge of the machinery.

Rule 26. Every working shaft used for the purpose of drawing minerals or for the lowering or raising of persons shall, if exceeding fifty yards in depth, and not exempted in writing by the inspector of the district, be provided with guides and some proper means of communicating distinct and definite signals from the bottom of the shaft, and from every entrance for the time being in use between the surface and the bottom of the shaft to the surface, and from the surface to the bottom of the shaft and to every entrance for the time being in use between the surface, and the bottom of the shaft. **Means of signalling for working shafts.**

Rule 27. If in any mine the winding apparatus is not provided with some automatic contrivance to prevent overwinding, then the cage when men are being raised shall not be wound up at a speed exceeding three miles an hour, after the cage has reached a point in the shaft to be fixed by the special rules. **Overwinding**

Rule 28. A sufficient cover overhead shall be used for every cage or tub employed in lowering or raising persons in any working shaft, except where the cage or tub is worked by a windlass, or where persons are employed at work in the shaft, or where a written exemption is given by the inspector of the district. **Cover overhead.**

Rule 29. A single-linked chain shall not be used for lowering or raising persons in any working shaft or plane, except for the short coupling chain attached to the cage or tub. **Chains.**

Rule 30. There shall be on the drum of every machine used for lowering or raising persons, such flanges or horns, and also, if the drum is conical, such other appliances as may be sufficient to prevent the rope from slipping. **Prevention of rope slipping on drum.**

Rule 31. There shall be attached to every machine worked by steam, water, or mechanical power, and used for lowering or raising persons, an adequate break or breaks and a proper indicator (in addition to any mark on the rope) showing to the person who works the machine the position of the cage or tub in the shaft. If the drum is not on the crank shaft there shall be an adequate break on the drum shaft. **Break and indicator.**

Rule 32. Every fly-wheel and all exposed and dangerous parts of the machinery used in or about the mine shall be and shall be kept securely fenced. **Fencing machinery.**

Rule 33. Each steam boiler, whether separate or one of a range, shall have attached to it a proper safety-valve and also a proper steam-gauge and water-gauge to show respectively the pressure of steam and the height of water in each boiler. **Safety-valves and gauges for boilers.**

Rule 34. A barometer and thermometer shall be placed above ground in a conspicuous position near the entrance to the mine. **Barometer, &c.**

Rule 35. Where persons are employed underground ambulances or stretchers, with splints and bandages, shall be kept at the mine ready for immediate use in case of accident. **Stretchers.**

Rule 36. No person shall wilfully damage, or without proper authority remove or render useless, any fence, fencing, manhole, place of refuge, casing, lining, guide, means of signalling, signal, cover, chain, flange, horn, break, indicator, steam-gauge, water-gauge, safety-valve, or other appliance or thing provided in any mine in compliance with this Act. **Wilful damage.**

Rule 37. Every person shall observe such directions with respect to working as may be given to him with a view to comply with this Act or the special rules in force in the mine. **Observance of directions.**

Rule 38. The books mentioned in these rules shall be provided by the owner, agent, or manager, and the books, or a correct copy thereof, shall be kept at the office of the mine, and any inspector under this Act, and any person employed in the mine may, at all reasonable times, inspect and take copies of and extracts from any such books; but nothing in these rules shall be construed to impose the obligation of keeping any such book or a copy thereof for more than twelve months after the book had ceased to be used for entries therein under this Act. Any report by this Act required to be recorded in a book may be partly in print (including lithograph) and partly in writing. **Books and copies thereof.**

Rule

Periodical inspection on behalf of workmen.

Rule 39. The persons employed in a mine may from time to time appoint two of their number or any two persons not being mining engineers who are practical working miners to inspect the mine at their own cost, and the persons so appointed shall be allowed once at least in every month accompanied, if the owner, agent, or manager of the mine thinks fit, by himself or one or more officers of the mine, to go to every part of the mine, and to inspect the shafts, levels, planes, working places, return air-ways, ventilating apparatus, old workings, and machinery. Every facility shall be afforded by the owner, agent, and manager, and all persons in the mine for the purpose of inspection, and the persons appointed shall forthwith make a true report of the result of the inspection, and that report shall be recorded in a book to be kept at the mine for the purpose, and shall be signed by the persons who made the inspection, and if the report states the existence or apprehended existence of any danger, the owner, agent, or manager shall forthwith cause a true copy of the report to be sent to the inspector of the district.

Person not to be employed in coal getting without experience.

Rule 40. No person not now employed as a coal getter shall be allowed to work alone as a coal getter in the face of the workings until he has had two years' experience of such work under the supervision of skilled workmen, or unless he shall have been previously employed for two years in or about the face of the workings of a mine.

Penalty for interference with office of check-inspector or check-weigher.

Rule 41. If the owner, agent, or manager of any mine or any persons employed by or acting under the instructions of any such owner, agent, or manager interferes with the appointment of a check-inspector or check-weigher, or refuses to afford proper facilities for the holding of any meeting for the purpose of making such appointment, or attempts, whether by threats, bribes, promises, notice of dismissal or otherwise howsoever, to exercise improper influence in respect of such appointment, or to induce the persons entitled to appoint a check-inspector or a check-weigher or any of them not to reappoint any particular person, or to vote for or against any particular person, in the appointment of a check-inspector or check-weigher, such owner, agent, or manager shall be guilty of an offence against this Act.

Penalty on non-compliance with rules.

48. Every person who contravenes or does not comply with any of the general rules in this Act shall be guilty of an offence against this Act; and in the event of any contravention of or non-compliance with any of the said general rules in the case of any mine to which this Act applies, by any person whomsoever, the owner, agent, and manager shall each be guilty of an offence against this Act, unless he proves that he had taken all reasonable means, by publishing and to the best of his power enforcing the said rules as regulations for the working of the mine, to prevent such contravention or non-compliance.

Special Rules.

Special rules for every mine.

49. (I) There shall be established in every mine such rules (referred to in this Act as special rules) for the conduct and guidance of the persons acting in the management of such mine or employed in or about the mine as, under the particular state and circumstances of such mine, may appear best calculated to prevent dangerous accidents, and to provide for the safety, convenience, and proper discipline of the persons employed in or about the mine.

(II) Such special rules, when established, shall be signed in duplicate by the inspector who is inspector of the district at the time the rules are established, and shall be observed in and about every such mine (including any extension thereof) in the same manner as if they were enacted in this Act.

(III) If any person who is bound to observe the special rules established for any mine, acts in contravention of or fails to comply with any of them, he shall be guilty of an offence against this Act, and also the owner, agent, and manager of such mine shall each be guilty of an offence against this Act, unless he proves that he had taken all reasonable means, by publishing and to the best of his power enforcing the rules as regulations for the working of the mine, so as to prevent such contravention or non-compliance.

Establishment of new special rules.

50. (I) The owner, agent, or manager of every mine shall frame and transmit to the inspector of the district, for approval by the Minister, special rules for the mine within three months after the commencement of this Act, or within three months after the commencement (if subsequent to the commencement of this Act) of any working for the purpose of opening a new mine or of renewing the working of an old mine.

(II) The proposed special rules, together with a printed notice specifying that any objection to the rules on the ground of anything contained therein or omitted therefrom may be sent by any of the persons employed in the mine to the inspector of the district, at his address, stated in the notice, shall, during not less than two weeks before the rules are transmitted to the inspector, be posted up in like manner as is provided in this Act respecting the publication of special rules for the information of persons employed in the mine; and a certificate that the rules and notice have been so posted up shall be sent to the inspector with two copies of the rules signed by the person sending the same.

(III) If the rules are not objected to by the Minister within forty days after their receipt by the inspector, they shall be established.

51. (I) If the Minister is of opinion that the proposed special rules so transmitted, or any of them, do not sufficiently provide for the prevention of dangerous accidents in the mine, or for the safety or convenience of the persons employed in or about the mine, or are unreasonable, he may, within forty days after the rules are received by the inspector, object to the rules, and propose to the owner, agent, or manager, in writing, any modification in the rules by way either of omission, alteration, substitution, or addition. The Minister may object to special rules.

(II) If the owner, agent, or manager does not, within twenty days after the modifications proposed by the Minister are received by him, object in writing to them, the proposed special rules, with those modifications, shall be established.

(III) If the owner, agent, or manager sends his objection in writing within the said twenty days to the Minister, the matter shall be referred to arbitration under this Act, and the date of the receipt of the objection by the Minister shall be deemed to be the date of the reference, and the rules shall be established as settled by an award on arbitration.

52. (I) After special rules are established under this Act in any mine, the owner, agent, or manager of the mine may, from time to time, propose in writing to the inspector of the district, for the approval of the Minister, any amendment of the rules or any new special rules; and the provisions of this Act with respect to the original special rules shall apply to all such amendments and new rules in like manner, as nearly as may be, as they apply to the original rules. Amendment of special rules.

(II) The Minister may from time to time propose in writing to the owner, agent, or manager of the mine any new special rules, or any amendment of the special rules; and the provisions of this Act with respect to a proposal of the Minister for modifying the special rules transmitted by the owner, agent, or manager of a mine shall apply to all such new special rules and amendments in like manner, as nearly as may be, as they apply to the proposal.

53. If the owner, agent, or manager of any mine makes any false statement with respect to the posting up of the rules and notices, he shall be guilty of an offence against this Act; and if special rules for any mine are not transmitted within the time limited by this Act to the inspector for the approval of the Minister, the owner, agent, and manager of such mine shall each be guilty of an offence against this Act, unless he proves that he had taken all reasonable means, by enforcing to the best of his power the provisions of this Act, to secure the transmission of the rules. False statements, and neglect to transmit special rules.

54. An inspector under this Act shall, when required, certify a copy which is shown to his satisfaction to be a true copy of any special rules which, for the time being, are established under this Act in any mine, and a copy so certified shall be evidence (but not to the exclusion of other proof) of such special rules, and of the fact that they are duly established under this Act and have been signed by the inspector. Certified copy of special rules to be evidence.

55. The Governor, with the advice of the Executive Council, may make and publish in the *Gazette* a set or sets of special rules, and thereafter the rules so made and published shall be deemed the special rules of every mine to which this Act applies and in respect of which no special rules shall be in force: Provided that upon special rules being established for any mine, the special rules made by the Governor as aforesaid shall cease to apply to such mine. Special rules made by the Governor.

56. The special rules which at the commencement of this Act are in force under the Act hereby repealed in any mine shall continue to be the special rules in such mine until special rules are established under this Act for such mine, and while they so continue shall be of the same force as if they were established under this Act. Existing special rules continued.

Publication of abstract of Act and of Special Rules.

57. For the purpose of making known the provisions of this Act and the special rules to all persons employed in and about each mine, an abstract of this Act supplied, on the application of the owner, agent, or manager of the mine, by the inspector of the district on behalf of the Minister, and a correct copy of all the special rules shall be published as follows:— Publication of abstract of Act and copy of special rules.

(I) The owner, agent, or manager of the mine shall cause the abstract and copy of the rules, with the name of the mine and the name and address of the inspector of the district, and the name of the owner or agent and of the manager appended thereto, to be posted up, in legible characters, in some conspicuous place at or near the mine, where they may be conveniently read by the persons employed; and so often as the same become defaced, obliterated, or destroyed, shall cause them to be renewed with all reasonable despatch.

(II)

(II) The owner, agent, or manager shall supply a printed copy of the abstract and the special rules gratis to each person employed in or about the mine who applies for a copy at the office at which the persons immediately employed by the owner, agent, or manager are paid.

(III) Every copy of the special rules shall be kept distinct from any rules which depend only on the contract between the employer and the employed.

In the event of any non-compliance with the provisions of this section by any person whomsoever, the owner, agent, and manager shall each be guilty of an offence against this Act; but the owner, agent, or manager of such mine shall not be deemed guilty if he proves that he had taken all reasonable means, by enforcing, to the best of his power, the observance of this section to prevent such non-compliance.

Pulling down or defacing notices.

58. Every person who pulls down, injures, or defaces any abstract, notice, proposed special rules, or special rules when posted up in pursuance of the provisions of this Act, or any notice posted up in pursuance of the special rules, shall be guilty of an offence against this Act.

PART III.

Supplemental.

Legal Proceedings.

Penalty for offences against Act.

59. (I) Every person employed in or about a mine other than an owner, agent, or manager, who is guilty of any act or omission, which in the case of an owner, agent, or manager would be an offence against this Act, shall be deemed to be guilty of an offence against this Act.

(II) Every person who is guilty of an offence against this Act, for which a penalty is not expressly prescribed, shall be liable to a fine not exceeding, if he is an owner, agent, or manager, or under-manager, twenty pounds, and if he is any other person, two pounds for each offence; and if an inspector has given written notice of any such offence, to a further fine not exceeding five pounds for every day after such notice that such offence continues to be committed.

Imprisonment for wilful neglect endangering life or limb.

60. Where a person who is an owner, agent, manager, or under-manager of, or a person employed in or about a mine is guilty of any offence against this Act which, in the opinion of the Court that tries the case, is one which was reasonably calculated to endanger the safety of the persons employed in or about the mine, or to cause serious personal injury to any of such persons, or to cause a dangerous accident, and was committed wilfully by the personal act, personal default, or personal negligence of the person accused, such person shall be liable, if the Court is of opinion that a fine will not meet the circumstances of the case, to imprisonment with or without hard labour for a period not exceeding three months.

Summary proceedings for offences, fines, &c.

61. (I) All offences under this Act not declared to be misdemeanours, and all fines under this Act, and all moneys and costs by this Act directed to be recovered as fines, may be prosecuted and recovered before a Stipendiary or Police Magistrate or any two Justices of the Peace in Petty Sessions.

(II) Proceedings for the removal of a check-weigher shall be deemed to be a matter on which Justices in Petty Sessions have authority by law to make an order; and summary orders under this Act may be made on complaint before Justices in Petty Sessions.

General provisions as to summary proceedings.

62. In every part of the Colony the following provisions shall have effect:—

(I) Any complaint or information made or laid in pursuance of this Act shall (save as otherwise expressly provided by this Act) be made or laid within three months from the time when the matter of the complaint or information arose.

(II) Any person charged with any offence under this Act may, if he thinks fit, be sworn and examined as an ordinary witness in the case.

(III) The Court shall, if required by either party, cause minutes of the evidence to be taken and preserved.

Appeal to Quarter Sessions.

63. If any person feels agrieved by any conviction made by Justices in Petty Sessions on determining any information under this Act by which conviction, imprisonment, or a fine amounting to or exceeding one half the maximum fine is adjudged, he may appeal therefrom to a Court of Quarter Sessions in manner provided by section three of the Act of Council fifth William the Fourth, number twenty-two.

Liability for misrepresentation as to age, &c.

64. If it appears that a boy was employed on the representation of his parent or guardian that he was of the age at which his employment would not be in contravention of this Act, and under the belief in good faith that he was of that age, or that a person has worked alone as a coal-getter on his representation that he has had two years' experience of such work under the supervision of skilled workmen, or

that

that he has been previously employed for two years in or about the face of the workings of a mine, and under the belief in good faith that he has had such experience or has been so previously employed, the owner, agent, or manager of the mine and employer shall be exempted from any penalty, and the parent or guardian or the person who has so worked alone, as the case may be, shall for the misrepresentation be deemed guilty of an offence against this Act.

Prosecution of owners, agents, managers, &c.

65. No prosecution shall be instituted against the owner, agent, manager, or under-manager of a mine for any offence under this Act, not committed personally by such owner, agent, manager, or under-manager which can be prosecuted before Justices in Petty Sessions, except by an inspector or with the consent in writing of the Minister; and in the case of any offence of which the owner, agent, manager, or under-manager of a mine is not guilty if he proves that he had taken all reasonable means to prevent the commission thereof, an inspector shall not institute any prosecution against such owner, agent, manager, or under-manager if satisfied that he had taken such reasonable means as aforesaid. No prosecution shall be instituted against a coroner for any offence under this Act, except with the consent in writing of the Minister.

Report of result of proceedings against workmen.

66. Where the owner, agent, or manager of a mine has taken proceedings under this Act against any person employed in or about a mine in respect of an offence committed under this Act, he shall within twenty-one days after the hearing of the case, report the result thereof to the inspector of the district.

Saving for proceedings under other Acts.

67. (I) Nothing in this Act shall prevent any person from being indicted or liable under any other Act or otherwise to any other or higher penalty or punishment than is provided for any offence by this Act, so, however, that no person be punished twice for the same offence.

(II) If the Justices before whom a person is charged with an offence under this Act, think that proceedings ought to be taken against such person for such offence under any other Act or otherwise, they may adjourn the case to enable such proceedings to be taken.

Owner of mine, &c., not to act as Justice, &c., in proceedings under this Act.

68. A person who is the owner, agent, or manager of any mine, or a miner or miner's agent, or the father, son, or brother, or father-in-law, son-in-law, or brother-in-law, of such owner, agent, or manager, or of a miner or miner's agent, or who is a director of a company being the owner of a mine, shall not sit in Petty Sessions or adjudicate in respect of any offence under this Act.

Application of fines.

69. Where a fine is imposed under this Act for neglecting to send a notice of any explosion or accident, or for any offence against this Act which has occasioned loss of life or personal injury, the Minister may (if he thinks fit) direct such fine to be paid to or distributed among the persons injured, and the relatives of any persons whose death may have been occasioned by the explosion, accident, or offence, or among some of them: Provided that:—

(I) Such persons did not in his opinion occasion or contribute to occasion the explosion or accident, and did not commit and were not parties to committing the offence;

(II) The fact of the payment or distribution shall not in any way affect or be receivable as evidence in any legal proceeding relative to or consequential on the explosion, accident, or offence.

Save as aforesaid all fines recovered under this Act shall be paid into the Treasury and carried to the Consolidated Revenue Fund.

Miscellaneous.

Decision of question whether a mine is under this Act.

70. If any question arises, otherwise than in legal proceedings, whether a mine is a mine to which this Act applies, the question shall be referred to the Minister, whose decision thereon shall be final.

Powers of Minister as to making and revoking orders.

71. Any order of or exemption granted by the Minister under this Act may be made, and from time to time revoked or altered by the Minister, either unconditionally or subject to such conditions as he may see fit, and shall be signed by the Minister, or Under Secretary.

Continuance of existing special rules.

72. The special rules or special sinking rules which at the commencement of this Act are in force in any mine under any Act hereby repealed shall continue to be the special rules in such mine until superseded by rules established under this Act.

Entry on adjoining mine, &c., to ascertain whether owner, &c., is encroaching.

73. Upon the affidavit of any person taken before any Justice of the Peace or Commissioner of the Supreme Court for taking affidavits claiming to be legally or equitably interested in any mine or in any land adjoining or near to any other mine, that the owner of such last-mentioned mine is, or is by the person making such affidavit, believed to be encroaching upon such first-mentioned mine or land, the Minister may, by writing under his hand, authorise an inspector, together with a mining surveyor or experienced

experienced miner, to enter upon such last-mentioned mine or land for the purpose of ascertaining whether any such encroachment has been made, and if so the extent thereof. But before granting such authority the Minister shall require the person making or lodging the affidavit to deposit such a sum of money not exceeding one hundred pounds as shall be necessary to cover the cost of such inspection. The persons so authorised may thereupon enter on the mine or land described in such order and descend any shaft or enter any mine, and for such purpose use the engines and other machinery ordinarily employed for that purpose by the person whose shaft or mine shall be descended or entered, and make such plans and sections of the mine or land entered upon and of any drives or other works therein as shall be necessary for the purpose aforesaid; and the owner or agent of the mine to be entered upon shall render all necessary assistance to the person so authorised. And every such examiner, inspector, or surveyor, or miner shall, before entering on such mine or land, make a statutory declaration before any person authorised to take the same that he will not (except as a witness in a Court of Justice) without the consent in writing of the owner of the mine or land to be entered upon, divulge or cause to be divulged to any person whomsoever any information obtained upon or by such entry save only as to whether such owner is encroaching on such first-mentioned mine or land; and every person who shall act contrary to such declaration, and any owner or agent who shall refuse such assistance as shall be necessary to enable the persons authorised by the Minister to descend the shaft or enter and examine the mine, shall forfeit and pay a sum not exceeding ten pounds: Provided always that the Minister may, out of the sum deposited as aforesaid, defray the cost of such inspection, and if such owner or agent render such assistance as shall be necessary for the purposes aforesaid, and if there be no encroachment, may out of such sum award to such owner compensation for any loss or expense to which he may be put by reason of such inspection.

What may be done under such authority.

Prior statutory declaration required.

Penalty.

Interpretation of terms.

74. In this Act, unless the context otherwise requires:—

"Mine" includes every shaft in the course of being sunk, and every level and inclined plane in the course of being driven, and all the shafts, levels, planes, works, tramways, and sidings, both below ground and above ground, in and adjacent to and belonging to the mine.

"Shaft" includes pit.

"Plan" includes a correct copy or tracing of any original plan.

"Owner," when used in relation to any mine, means any person or body corporate who is the immediate proprietor or lessee, or occupier of any mine, or of any part thereof, and does not include a person or body corporate who merely receives a royalty, rent, or fine from a mine, or is merely the proprietor of a mine, subject to any lease, grant, or license for the working thereof, or is merely the owner of the soil, and not interested in the minerals of the mine; but any contractor for the working of any mine, or any part thereof, shall be subject to this Act in like manner as if he were an owner, but so as not to exempt the owner from any liability.

"Inspector"—An Inspector of Collieries referred to in or appointed under this Act.

"Agent," when used in relation to any mine, means any person appointed as the representative of the owner in respect of any mine, or of any part thereof, and as such superior to a manager appointed in pursuance of this Act.

"The Minister" means the Secretary for Mines.

"Under Secretary" means the Under Secretary of the Department of Mines.

"The Treasury" means the Colonial Treasury.

"Boy" means a male under the age of sixteen years.

Transitory Provisions and Repeal.

Existing orders continued.

75. All orders made by the Minister under the Act repealed by this Act, which are in force immediately before the commencement of this Act, shall be deemed to have been made under this Act.

Construction of references to repealed Act.

76. Any enactment or document referring to the Act repealed by this Act, or to any enactment thereof, shall be construed to refer to this Act, and to the corresponding enactments thereof.

Repeal of Act.

77. The Act thirty-ninth Victoria number thirty-one is hereby repealed: Provided that this repeal shall not affect any exemption granted, or other thing done or suffered before the commencement of this Act; and all offences committed and penalties incurred and proceedings commenced before the commencement of this Act may be punished, recovered, continued, and completed in the same manner as if this Act had not passed.

SCHEDULES.

SCHEDULES.

SCHEDULE I.

Section 6.

Proceedings of Board for appointing Examiners.

1. The Board shall meet for the despatch of business, and shall from time to time make such regulations with respect to the summoning, notice, place, management, and adjournment of such meetings, and generally with respect to the transaction and management of business, including the quorum at meetings of the Board, as they think fit, subject to the following conditions:—

(*a*) An extraordinary meeting may be held at any time on the written requisition of three members of the Board addressed to the Chairman.

(*b*) The quorum to be fixed by the Board shall consist of not less than three members.

(*c*) Every question shall be decided by a majority of votes of the members present and voting on that question.

(*d*) The names of the members present as well as those voting upon each question shall be recorded.

(*e*) No business shall be transacted unless notice in writing of such business has been sent to every member of the Board seven days at least before the meeting.

2. The Board shall from time to time appoint some person to be Chairman and one other person to be Vice-Chairman.

3. If at any meeting the Chairman is not present at the time appointed for holding the same, the Vice-Chairman shall be the Chairman of the meeting; and if neither the Chairman nor Vice-Chairman shall be present, then the members present shall choose some one of their number to be Chairman of such meeting.

4. In case of an equality of votes at any meeting, the Chairman for the time being of such meeting shall have a second or casting vote.

5. The appointment of an examiner may be made by a minute of the Board signed by the Chairman.

6. The Board shall keep minutes of their proceedings, which may be inspected or copied by the Minister or any person authorised by him to inspect or copy the same.

7. The minutes shall record the decision of the examiners as to the qualifications of applicants for certificates, and shall state whether an applicant has qualified for a first or a second class certificate of competency.

8. The Board shall require the examination for certificates of competency to be partly by examination papers and partly by oral examination.

SCHEDULE II.

Sections 19 and 24.

Table of Maximum Fees to be paid in respect of Certificates.

	£	s.	d.
First-class Certificate.			
By an applicant for examination	2	0	0
For copy of certificate	0	5	0
Second-class Certificate.			
By an applicant for examination	1	0	0
For copy of certificate	0	2	6

Section 27.

SCHEDULE III.

"COAL MINES REGULATION ACT OF 189 ."

Form of Return.

THIS form to be correctly filled up by the owner, agent, or manager, and sent to the inspector of the district, on behalf of the Minister, on or before twenty-first January every year.

PART A.

Year ending 31 December, 18 .

Name of mine
Situation of mine
County
Name of owner (Company)
Name of manager
Name of under-manager
Postal address

RETURN of persons ordinarily employed during the year:—

Under ground	Boys under 16	
	Males above 16	
	Total under ground	
Above ground (including those employed on sidings and private branch railways and tramways, and in cleaning, washing, and coking of coal).	Boys under 14	
	Boys of 14 and under 16	
	Males above 16	
	Total above ground	
	Total number of persons employed under ground and above ground	

Quantity of mineral wrought during the year.

Mineral wrought.	Number of statute tons wrought.	Value.
Coal		
Shale-oil shale		
Shale used for other purposes		

The Number of Days in each Month on which Coal *or* Shale has been drawn.

	Number of days on which coal *or* shale was drawn.
January	
February	
March	
April	
May	
June	
July	
August	
September	
October	
November	
December	

day of 18 .

(*Signed*)

PART

PART B.

Name of Mine

Name of seam.	Mode of ventilation, with description.	Diameter and depth of downcast and upcast shaft.				Number of splits and quantity.		Airways.		Average total quantity of fresh air per minute.
		Downcast.		Upcast.		Splits.	Quantity in cubic feet per minute.	Length of splits.	Sectional area.	
		Diameter in feet.	Depth in feet.	Diameter in feet.	Depth in feet.			Yards.	Square feet.	Cubic feet.

STATEMENT BY MR. CURLEY OF HIS VIEWS.

WHILE agreeing with the Report generally, and therefore appending my signature to it, there are several matters in it from which I cannot do other than dissent.

The prominence given to Dr. Ogle's letter to the Registrar-General of Births, Deaths, and Marriages in England, and the statistics which it has been deemed prudent by my colleagues to embody in the Report, will be qualified by a quotation from page xxiii of the letter. Dr. Ogle states :— Dr. Ogle's letter.

> We come now to a difficulty of a different kind, and of a still more serious character, inasmuch as it appears to be one for which there is no remedy, and which must always occasion a great flaw in all calculations of the death-rates in different industries. There are many trades and occupations which require a considerable standard of muscular strength and vigour to be maintained by those who follow them; such occupations, for instance, as those of a blacksmith, of a miner, and the like, and so soon as from any cause the health of a man falls below this standard, he must, of necessity, give up the occupation, and either take to some lighter kind of labour, or, if his health be too much impaired for this, retire altogether from work. Quotation, p. 23.

The following statistics may be found in Mulhall's Dictionary of Statistics, page 182 :— Statistics.—Mulhall, p. 182.

SCOTLAND.

The death-rate per 1,000 inhabitants yearly was—1855-60 ... ... 20·8
1861-70 ... ... 22·0
1871-80 ... ... 21·8

The death-rate for various professions of persons between 45 and 55 years of age is stated thus:—

	Per 1,000.
Farmers	12
Shoemakers	15
Grocers	16
Carpenters	17
Miners	20
Butchers	23
Beer-sellers	28
Scotchmen	19
Scotchwomen	16

So far as Scotland is concerned, and the above computation extends, the miner's mortality unfortunately ranks in the higher list, and this would probably apply more generally in the aggregate were all grades of mining grouped together. The ever-fluctuating conditions of trade in large mining centres necessitate migratory passages from one district to another, as well as the exchange of one grade of mining for that of another. Numbers who fall out of the ranks through failing health and broken constitutions will, as indicated, take lighter work, and eventually be classed under other heads than coal-miners, and who can tell how much the death-rate is influenced by these circumstances ?

I think it right to observe that Dr. Ogle's letter, or rather a selected extract from the letter, was only brought under the notice of the Commission a few days before their labours closed, and after the whole of the evidence had been concluded so far as the calling of witnesses was concerned, and the official report was only produced two days prior to the day on which the completion of the work of the Commission was accomplished.

To make comparisons, and draw conclusions as to the condition of miners in New South Wales under such circumstances, is to take everything for granted, and consider the question summarily disposed of. This meagre examination of a subject of so much importance, and so wide in its bearings, will fail to carry convincing proof that good and bad regulations give like results in each case.

That the English miner's position has improved within the last half century owing to advanced legislation is beyond dispute, and is in no way challenged. This is a matter for congratulation and appreciation, rather than deprecation, and especially when the memories of over thirty years are revived.

The subject to be deplored is that further improved legislation in New South Wales has not followed in the wake of those dire calamities mentioned in the report, so as to promote more healthy conditions, as well as to prevent further mining disasters of a like character.

Points of dissent.

I take exception to the following other conclusions by my colleagues concerning the Bill :—

1. The constitution of the Board for the appointment of examiners.
2. Consulting engineers' position, concerning directions, and entry of same in report book.
3. Powers of inspectors.
4. Regulation as to working hours.
5. The elimination of statutory provisions for the requisite size of pillars, &c.

Constitution of Board of Examiners. Sec. 5.

With respect to the constitution of the Board for the appointment of examiners, a Board composed of seven persons should be quite ample to meet the case. An efficient Board might well comprise two owners, and a scientific expert or mining engineer, three persons from amongst practical working miners, and an inspector of collieries.

Consulting engineers. Sec. 17.

I regard it a most pernicious and ill-advised practice on the part of any company to allow their consulting engineer to be resident in Europe, while their mining operations, which may be of an extensive character and surrounded by complex conditions, are being carried on in this Colony. A plan of the colliery workings, it may be assumed, is sent for inspection, and in all probability is judged to be strictly correct, whereas a personal visit to the colliery might prove it to be totally at variance with the internal workings of the mine. In the absence of such a visit, irregularities are continued, and faulty methods are pursued, until at length there is no escape from confusion, through some startling announcement being made public that a disastrous mining calamity has taken place. Consulting engineers should be resident in the Colony, and should bear the full responsibility attaching to the important office with which they are entrusted, and should have no hesitation in recording any definite instructions they may issue to a manager. No better step for the advancement of mining could be taken than to adopt such procedure. It is self-evidently intelligent, without in any way being injurious, and would involve no additional expense at collieries.

Powers of inspectors.

As to the powers of inspectors and the withdrawal of workmen in case of danger, this provision, I regret to say, my colleagues propose to eliminate, but by what conceivable warrant I am at a loss to understand. Section 5 of the present Coal Mines Regulation Act has seldom, if ever, been brought into requisition, although the Act has been in force for nearly twenty years.

Action was taken under this clause in two instances, once at Clifton (Southern district), owing to a huge surface land-slip on the mountain slope in the immediate vicinity of the mines, and recently at the Stockton Colliery (Northern district), where an inrush of water had taken place (*see* evidence of Colliery Inspectors Rowan and Dixon). In neither of these cases have the inspectors been judged to have acted in an arbitrary manner, and the testimony of a majority of the witnesses, including Mr. D. A. W. Robertson and Mr. Thomas Parton, colliery managers, is that inspectors should still be invested with such authority, Mr. Parton being most emphatic in his opinion.

Mr. Robertson. Mr. Parton.

Hours of employment. Sec. 36.

In advisedly looking into the question of working hours in mines, our legislators are to be commended, and it appears singular that so much hostility should be shown to a well-defined regulation fixing the same within reasonable limits. It is universally admitted that eight hours' work in mines is quite long enough in one day, yet persistent efforts have been made in this Colony by colliery managers at several mines to extend the working time beyond eight hours. In one instance the Creator's all-wise provision has been set aside, and Sunday labour pursued for the ordinary purposes of trade. The contention put forward by members of the Legislative Council "that miners, being contractors, could leave the mine when they pleased," and by inference, therefore, they could constitute their own hours, and thus be a law unto themselves, has been absolutely disproved by the evidence of several colliery managers. An eight-hour drawing regulation for the hauling of coal from the mines, obtained in a mutual way some nine years ago, is still in practice in connection with the Northern collieries.

From

From the evidence of Mr. Kennedy it will be seen that he had experience in New Zealand at a coal-mine where eight hours was adopted, and everything worked in the most satisfactory manner. Mr. Bowling had similar experience in Victoria at a coal-mine where the hours were fixed at eight by legal enactment. In British Columbia the miners work eight hours from bank to bank, and in the two northern counties in England, Durham and Northumberland, the hours are less than eight except for boys. Mr. Kennedy. Mr. Bowling.

Will the whole of the colliery companies in New South Wales agree in a mutual way with their employés to an eight-hour regulation? The answer to this pertinent question, judging from the evidence of several witnesses concerning the experience of the last twelve months must be, "No; they will do nothing of the kind."

With an excess of production, such as is known to exist in connection with the coal trade, no possible harm could in any way accrue to the industry by the adoption of such a stipulation. If once adopted, the conditions would be within the knowledge of all, and this would promote activity and healthy reliance to succeed in achieving the best results. In the absence of any such definite working period, the invidious position occupied by a large number of miners is that they have no security against the incessant encroachments of capricious managers or inconsiderate companies, and the only way to prevent this is by legislative enactment.

I do not concur with my colleagues in the view that there should be no statutory provisions with regard to collieries working, or to be worked, under ocean or tidal waters, and a maximum width for bords and a minimum size for pillars. The alternative for this is leasehold conditions; and it is argued that as the Crown is the owner it will not be difficult to impose the desired regulations. Leasehold conditions may, to some extent, be sufficiently reassuring when known to be in the hands of capable and impartial administrators who will exact fulfilment of the conditions. This, however, would be almost the identical position taken up by Mr. Secretary Asquith in his proposed Amended Bill and the provision it contains for exceptional mines in England being placed under a Board of Control, and to which there would probably be no exception taken. This, however, would not be the case under leasehold conditions from the Crown. The whole control would rest with the Minister and his subordinate advisers under what is now proposed, and the Attorney-General might be brought into requisition (*see* Mr. Attorney-General Barton's letter in Appendix). The question is, would the Minister at all times be free from the influence of persons with strong personal interest and high social standing to which he might at any time be the victim? If such influence could be multiplied it might at any moment become a most dangerous power. Inspectors of collieries should give more attention to the question of pillar formation in collieries. Cognizant of the past, I think that provision should be made for the maximum width of bords, and the minimum size of pillars. The folly and recklessness of managers respecting the requisite size of pillars requires that the matter should be dealt with. Extensive ocean leasehold areas are now being worked, and the number in the near future will probably be increased; and with the full knowledge that the seam of coal in the Northern District is at no great depth from the surface, these colliery workings cannot be otherwise regarded than in the light of an ever present danger, always to be guarded against. Statutory provisions as to size of pillars, &c. (Rules 42–46.)

In approaching the subject of the requisite size of pillars in collieries which are beyond the influence of tidal waters, I am of opinion it would have been better to have established a minimum standard in accordance with the weight of the strata overlying the coal seam. Pillar extraction has no right to be permitted where workmen's escape roads of retreat are as doubtful as experience has proved them to be in certain of our collieries. This faulty method of mining thoughtlessly pursued by managers, and in some cases evidently overlooked by Inspectors, should be at once brought to an end. If colliery managers will persist in leaving pillars, at their formation period, that are altogether inadequate when the process of pillar extraction begins, and this is done under a system of absolute freedom, there should be no hesitation in controlling within legitimate bounds its exercise in future. Workmen's lives have no right to be jeopardised, either directly or indirectly, by such reckless

methods

methods of mining imposed solely by colliery management. Numbers of witnesses were examined on this subject, and their evidence should be carefully perused. They are—The Inspectors of Collieries, Messrs. Adam Cook, William Bower, J. Thomson, M.L.A., A. Edden, M.L.A., Mr. Lowe, Mr. Goodman, Mr. Thomas, Colliery Manager, and several others. Some of these witnesses have described in the most graphic manner how the internal operations of mines, where they had worked, had been wrecked, owing to the insufficiency of the pillars. Crushes of wide area were depicted, with loss of main roads, colliery plant, and serious loss of life, under the most painful and calamitous circumstances. Who, in the face of this, will deny that legislation in this direction is not required? It is more than ever required; it is absolutely necessary in order to ensure the workmen's safety, and will add no additional item of cost to colliery accounts, but will rather operate in minimising the costs of expenditure by saving plant from destruction, and making it possible to recover more mineral.

General concurrence.

While not altogether agreeing with some of the conclusions of the Report, I have kept in view that there is general concurrence upon the greater portion of the Bill as now recommended. It will be observed, that where questions have arisen upon which there were differences of opinion, and unanimity has not been possible, my reasons for dissent have been noted opposite the respective clauses. Any lengthened or exhaustive statement, beyond that which I have given on the more important questions noticed, is not necessary.

With almost the experience of a lifetime, and a full knowledge of the precarious conditions—often of a special character—which surrounds the miners' vocation, I can only hope that ere long, with improved legislation and active co-operation on the part of all concerned in its administration, a higher standard of efficiency will be firmly established at our mines, and thus promote alike the welfare of both miners and owners.

JAMES CURLEY.

Newcastle, 5th December, 1895.

Sydney: Charles Potter, Government Printer.—1895.

1895.

LEGISLATIVE ASSEMBLY.

NEW SOUTH WALES.

MINING ON PRIVATE LANDS ACT AMENDMENT AND MINING ACT AMENDMENT BILL.

(MESSAGE No. 16.)

Ordered by the Legislative Assembly to be printed, 24 September, 1895.

FREDK. M. DARLEY,
Lieutenant-Governor.

Message No. 16.

In accordance with the provisions contained in the 54th section of the Constitution Act, the Lieutenant-Governor recommends, for the consideration of the Legislative Assembly, the expediency of making provision to meet the requisite expenses in connection with a Bill to amend and extend the Mining on Private Lands Act of 1894, and to alter and amend sections 14, 63, 65, and 66 of the Mining Act, 1874, and for other purposes in connection therewith.

Government House, Sydney,
23rd September, 1895.

1895.

LEGISLATIVE ASSEMBLY.

NEW SOUTH WALES.

SYDNEY HARBOUR COLLIERIES COMPANY.

(PARTICULARS RESPECTING APPLICATION BY THE TRUSTEES OF THE COOPER ESTATE TO RECLAIM AND PURCHASE CERTAIN LAND AT KURRABA POINT, NEUTRAL BAY.)

Ordered by the Legislative Assembly to be printed, 10 September, 1895.

Précis.

Proposed Reclamation at Kurraba Point, Neutral Bay.

On 30th November, 1894, Mr. Claude Phillips, as attorney for Mr. John Cooper, wrote, stating that, at the instance of the Sydney Harbour Collieries Company, he submitted for consideration a sketch showing land which they desired to reclaim, and asking whether the Crown would allow them to reclaim and purchase under section 64 of the Crown Lands Act of 1884.

The land applied for is situated on the frontage of freehold land (part of the Cooper estate) which extends down to high-water mark, there being no 100 feet reservation at this place.

In reply to this letter, Mr. Phillips was informed, by the Minister's direction, that no promise to sell the land would be made, but that any application made under section 64, in the prescribed manner, would be dealt with on its merits.

On 8th December, 1894, a formal application was made by Sir Daniel Cooper and J. R. Hill, and the required deposit of £10 was paid.

This application was referred to the Works Department for report, and that Department reported that there would be no objection to permission being granted to reclaim, subject to an amendment of the limit line, to avoid the great depth of water on the south-eastern extremity of the area applied for, and also provided the retaining-wall were erected before any filling-in was commenced.

On 7th January, 1895, Mr. Secretary Carruthers approved of the application being proceeded with in the usual way, subject to the following conditions:—

1st. The applicants to enter into a bond, or to lodge £5,000 as a guarantee to proceed and to carry out to completion the work within three years—to be forfeited on failure.

2nd. The application to be subject to the conditions relating to reclamations in the new Land Bill (since passed as the Crown Lands Act of 1895), viz.:—

(*a*) That the reclaimed lands, or any portion thereof, may be resumed for public purposes by notification in the *Gazette*, and that upon resumption the lands shall vest in the Crown, freed and discharged from all private rights, interests, titles, and estates in and to the same; and — Section 54.

(*b*) That no other compensation shall be payable than the value of any improvements upon the lands resumed, effected with the written approval of the Minister first had and obtained, together with a repayment of the purchase money, and of the cost of reclamation, or if the land resumed be a portion only of the land reclaimed, and a fair proportion of such purchase money and cost as aforesaid.

On 9th January, 1895, the Manager of the Sydney Harbour Collieries Company wrote, asking that as his company would have to carry out the reclamation the Department would look to it, to enter into the bond instead of the actual applicants.

On 11th January Mr. Phillips wrote that the applicants were not prepared to sign the required bond, but stating that if the Crown would accept a bond by the Harbour Collieries Company, and would undertake to expend out of the amount such funds as might be necessary to complete the reclamation in the event of the company failing to do so, the applicants were willing to proceed with the case.

It was decided, on 15th January, that if the company would intimate its willingness to agree to the terms already referred to, the application might proceed through the ordinary stages up to the usual reference to the Crown Solicitor as to the applicants' title to the adjoining freehold, and that he should then be asked to draft the bond, and to advise as to the request that the Harbour Collieries Company should sign the same.

The usual notice inviting persons feeling aggrieved to lodge caveats was published in the *Government Gazette* of 26th February, 1895, and advertisements inserted in the *Sydney Morning Herald* and *Daily Telegraph*, drawing attention to the notice, but no caveats were lodged. On

On 20th March the Secretary for Lands wrote the following minute:—

"This reclamation application may proceed upon the amended conditions, viz.: That the work be proceeded with in a reasonable time, having regard to the magnitude of the company's proposed operations, and completed within ten years, otherwise the authority to cease and terminate, and all rights to be forfeited. I think this is a safer course than to grant the right subject to a bond which might only give a right of action and not the right of forfeiture. I find the period of three years to be totally inadequate to the work proposed."

A survey was then made, but as it was found that the surveyor had included the whole area asked for, and had not made the modification suggested by the Works Department, the papers were again sent to that Department, and, as it adhered to the opinion that the modification was desirable, a resurvey was made to accord therewith.

On 23rd ultimo the Minister approved of the case being referred to the Local Land Board to appraise the amount to be paid, also to report on the merits of the application and any special conditions to be imposed under the Land Act of 1895.

The case has not yet been brought before the Board, and no final decision can be arrived at until the Board has dealt with the case.

SCHEDULE.

NO.		PAGE.
1.	Claude Phillips, Esq., to the Under Secretary for Lands, submitting proposal to reclaim and purchase land, Kurraba Point, Neutral Bay, with minutes and enclosures. 30 November, 1894	2
2.	T. S. Huntley, Esq., to the same, with enclosure. 1 December, 1894	3
3.	The Under Secretary for Lands to C. Phillips, Esq. 8 December, 1894	3
4.	C. Phillips, Esq., to the Under Secretary for Lands, with minutes and enclosure. 8 December, 1894	3
5.	Mr. Surveyor S. E. Perdriau to the Metropolitan District Surveyor, with minutes. 13 December, 1894	3
6.	Office Memorandum, with minutes. 3 January, 1895	5
7.	T. S. Huntley, Esq., to the Secretary for Lands, with minutes. 4 January, 1895	5
8.	The Under Secretary for Lands to Sir D. Cooper and J. R. Hill, Esq., care of C. G. Phillips, Esq. 7 January, 1895	5
9.	T. S. Huntley, Esq., to the Under Secretary for Lands, with minutes. 9 January, 1895	6
10.	C. Phillips, Esq., to the Under Secretary for Lands. 11 January, 1895	6
11.	The Acting Under Secretary for Lands to T. S. Huntley, Esq. 15 January, 1895	6
12.	The same to C. Phillips, Esq. 15 January, 1895	6
13.	T. S. Huntley, Esq., to the Under Secretary for Lands, with minutes. 19 February, 1895	7
14.	The same to the Under Secretary for Mines, with minutes. 25 February, 1895	7
15.	*Gazette* Notice. 26 February, 1895	7
16.	T. S. Huntley, Esq., to Mr. Surveyor S. E. Perdriau. 7 March, 1895	8
17.	The Metropolitan District Surveyor to the same, with minute. 14 March, 1895	8
18.	Office Memorandum, with minutes. 20 March, 1895	8
19.	The Under Secretary for Lands to Sir D. Cooper and J. R. Hill, Esq., care of C. G. Phillips, Esq. 20 March, 1895	8
20.	The same to T. S. Huntley, Esq. 20 March, 1895	9
21.	Mr. Surveyor S. E. Perdriau to the Metropolitan District Surveyor, with minutes. 26 March, 1895	9
22.	Office Memorandum, with minutes. 10 April, 1895	9
23.	Mr. Surveyor S. E. Perdriau to the Metropolitan District Surveyor, with minutes and enclosure. 16 May, 1895	9
24.	The Metropolitan District Surveyor to the Under Secretary for Lands, with minutes and enclosure. 16 June, 1895	10
25.	Mr. District-Engineer Grimshaw to the Principal Assistant Engineer for Harbours and Rivers, with minutes. 3 July, 1895	11
26.	Office Memorandum, with minutes. 16 July, 1895	11
27.	The Under Secretary for Lands to T. S. Huntley, Esq. 23 July, 1895	12
28.	Mr. Surveyor S. E. Perdriau to the Metropolitan District Surveyor, with minutes. 15 August, 1895	12

No. 1.

C. Phillips, Esq., to The Under Secretary for Lands.

Proposed application to reclaim and purchase foreshores of Kurraba Point, Neutral Bay.

Sir, Pitt and Hunter Streets, Sydney, 30 November, 1894.

I have the honor, at the instance of the Sydney Harbour Collieries (Limited), to submit for your consideration a plan showing the reclamation they propose to make in connection with their scheme to mine for coal beneath Port Jackson, the right to which they have secured under a lease from the Crown. The reclaimed area will be a necessary adjunct to their works, and, as the Government will derive great benefits thereby, the company wishes to know if the Crown will aid them to secure this area (2 acres in all), under the 64th section of the Crown Lands Act of 1884. The company paying a fair value for the land to be acquired.

If it is thought necessary I shall be glad to wait on you, and further explain the matter.

I have, &c.,
CLAUDE PHILLIPS,
Attorney for John Cooper.

Proposed application to reclaim and purchase land at Neutral Bay.—The Sydney Harbour Collieries Company (Limited), propose to make an application to reclaim and purchase an area of about 2 acres of land at Kurraba Point, Neutral Bay, and it is asked in this letter if the Crown will assist them in securing the desired reclamation. It is submitted that Mr. Phillips be informed that the Crown cannot undertake to make any promise in connection with the matter, but that if an application be made under section 64 of the Act 1884, it will be dealt with on its merits.—F. B. SWETE, Clerk, Alienation Branch, 5/12/94.

No doubt the matter is one of very great importance, but it is presumed no promise will be made at this early stage in connection with it, but if an application be made under the provisions of section 64 of the Act of 1884, it will be dealt with upon its merits as expeditiously as possible.—W. H. CAPPER, Sales Division, 6/12/94.

May be informed that no such promise can be made, and that any application under section 64 of the Act of 1884, will be dealt with on its merits.—F. H. WILSON, Acting Under Secretary, 6/12/94. Approved.—J.H.C., 7/12/94. C. Phillips informed, 8/12/94.

No. 2.

The Manager, Sydney Harbour Collieries, to The Under Secretary for Lands.

Sir, Sydney Harbour Collieries (Limited), 63, Pitt-street, Sydney, 1 December, 1894.

Referring to an application by Mr. Phillips, as attorney for John Cooper, in the interests of this company, I have the honor to submit an amended plan showing present limit line coloured green, and the additional area to be reclaimed and purchased by this company coloured red.

As the matter is one of great importance to us, I shall esteem it a favour that it be expedited as much as possible, as our attorney and London board are waiting for a cable reply as to the decision of the Minister thereon.

I have, &c.,
T. S. HUNTLEY,
Manager.

No. 3.

The Under Secretary for Lands to C. Phillips, Esq.

Sir, Department of Lands, Sydney, 8 December, 1894.

Having reference to your letter of the 30th ultimo, relative to the proposed application by the Sydney Harbour Collieries Company (Limited), to reclaim and purchase land at Kurraba Point, Neutral Bay, I am directed by the Secretary for Lands to inform you that the Crown cannot make any such promise as that asked for, and if an application be made under section 64 of the Crown Lands Act of 1884 it will be dealt with on its merits.

I have, &c.,
F. H. WILSON,
Acting Under Secretary
(*Per* W.H.C.)

No. 4.

C. Phillips, Esq., to The Under Secretary for Lands.

Proposed application to reclaim and purchase the foreshores of Kurraba Point, Neutral Bay.

Sir, Pitt and Hunter Streets, Sydney, 8 December, 1894.

Referring to my letter of 30th ultimo on above subject, and to your reply of 3rd instant (Alienation, 94–11,479), I have the honor to forward herewith, at the instance of the Sydney Harbour Collieries (Limited), and in compliance with the wishes of your Department, an application, in the names of the owners in fee of the adjoining property, to reclaim and purchase the area required by the company for wharfage and other purposes in connection with their scheme for working the coal leases granted to them by the Government.

I would point out that this site has been selected by the company as affording the best facilities for obtaining coal, with the greatest depth of water for shipping, and would ask that this matter be dealt with immediately as a special one, to enable the company to commence operations.

As the Government is largely interested by reason of the royalty to be paid them, and in view of the enormous initial expense in reaching the coal, we would ask for a light appraisement, and for every facility to be given to this matter by your Department.

I have, &c.,
CLAUDE PHILLIPS,
Attorney for John Cooper.

P.S.—Since writing above I have been favoured with your communication of even date (Alienation, 94-11,479), which this letter has complied with.
C.P.

Urgent. Forwarded to the Chairman of the Land Board, Sydney, for entry and despatch to the District Surveyor for report.—F.B.S. (for the Under Secretary), B.C., Lands, 11/12/94. Referred to District Surveyor.—A.B.C. (*pro* Chairman), 11/12/94. Mr. Surveyor Perdriau, for comprehensive report.—E. TWYNAM, District Surveyor, 14/12/94.

[*Enclosure.*]

Crown Lands Acts: Regulation No. 206. No. 209 of 1894.

Application for a Special Purchase under the Crown Lands Act of 1884.

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

The Treasury, New South Wales, 8th December, 1894. J. S. WALFORD
(*Pro* Treasurer).

We, Sir Daniel Cooper, Baronet, and James Richard Hill, trustees under the will of Daniel Cooper, the elder, hereby apply for the reclamation and purchase of the land beyond or below high-water mark, hereunder described. A receipt is hereon showing that the sum of £10 has been lodged with the Colonial Treasurer on account of such application.

A plan showing the position of the land applied for, and the position of adjoining land held by us or other proprietors was lodged with Mr. Claude Phillips' letter of 30th November last.

Signed this 8th day of December, 1894.

SIR DANIEL COOPER
(By his Attorney—J. R. HILL),
J. R. HILL,
Trustees under the will of Daniel Cooper, the elder.

The Under Secretary for Lands.

Description of land applied for:—

County of Cumberland, parish of Willoughby.

No. 5.

Mr. Surveyor S. E. Perdriau to The Metropolitan District Surveyor.

Application by the Trustees of the Cooper Estate to reclaim and purchase land at Kurraba Point, North Sydney, Parish of Willoughby, county of Cumberland.

Sir, 13 December, 1894.

In compliance with your instructions No. 94–1,034, dated 14th instant, on Alienation 94–11,685, I have the honor to report as follows:—

2. This application is by the trustees of the Cooper estate, as freeholders, to reclaim and purchase the reclamation area and a considerable extension of same, about 1½ acres in all, fronting the leasehold of Captain Craig, at Kurraba Point, North Sydney.

3. The work of reclamation, if effected, will be carried out by the Sydney Harbour Collieries (Limited), who intend sinking for the coal beneath the harbour; the shafts to be put down upon what is now Craig's leasehold. The acquisition of the land the subject of this application is simply indispensable to the realisation of the scheme.

4. Two permits have been applied for to mine for coal under the harbour, covering 5,816½ acres and 1,535 acres respectively. The probable outlay in workings, plant, jetty, &c., is estimated at £200,000, and it is stated that if the venture be successful, the royalties on coal will amount to from £12,000 to £15,000 per annum, as an annual output of 600,000 tons is expected.

5. The promoter, Mr. Huntley, expects that the coal will be reached in three years from commencement of work. Tenders have been received offering to sink the necessary shafts in thirty months. He anticipates that in four years from commencement of work the mine will be sufficiently developed to ensure an output of 600,000 tons per annum. Machinery capable of an output of 1,000,000 tons per annum is to be provided, and that quantity, it is thought, may be raised within five years from commencement of work.

6. It is proposed to float a company in England to develop the undertaking, and Mr. T. S. Huntley, the promoter in Sydney, informs me that a similar scheme of boring for coal at another place, viz., at Bradley's Head, has been temporarily set aside, if not abandoned, because the company could not obtain the freehold nor a ninety-nine years' lease of the land there, and any shorter term of lease would be unfavourably regarded by the British capitalist.

7. The area applied for to purchase extends into the harbour an average distance of about 50 feet beyond the limit line for reclamation, reaching to a depth of water varying from 19 feet to 34 feet at low tide.

It is proposed to build either an ashlar or a concrete wall on the outer face of reclamation to a height of 3 feet above high-water mark, and the spoil from the bores or shafts will be used for filling up the area.

8. The land applied for is at the mouth of Shell Cove, and distant about half-a-mile from the main highway of the harbour. Shell Cove is about 10 chains wide, that is, the same width as from wharf to wharf in Darling Harbour at its most crowded part—opposite the large new Government wharfs at Pyrmont.

9. The interference with traffic of craft of importance if the application be granted will be insignificant—almost nil, hence I see no objection to the reclamation on that account; and as the narrowing of Shell Cove to the slight extent of an extra 50 feet is of little consequence, I do not think these features of the scheme should be allowed to weigh against the great and perhaps permanent advantages which would accrue to the Colony by the success of so gigantic an undertaking.

10. It is unusual to grant the freehold of land situated beyond the limit line for reclamation, but this is quite a unique case, and probably the Government will afford the company every reasonable facility in its power, for the carrying out of the immense works contemplated would have a salutary effect upon the labour market at the present time, and if the venture be successful the direct benefit to the Government by revenue from royalties will be as above stated. In view of all the circumstances, I beg to recommend that the application be entertained, provided that some such conditions as follow are agreed to by the applicants, which I consider necessary, as natural causes or other circumstances, such as the want of funds, may arise, which will prevent the completion of the work, thus leaving perhaps a huge and unsightly obstruction in the harbour, which would be very costly to remove.

11. I would suggest that a bond for an amount of money, which may be considered sufficient by the Government (say, £5,000), be entered into by persons acceptable to the Government, guaranteeing to complete the work within a given period (say, five years) from the date of approval, giving permission to reclaim, otherwise the permission to revert to the Crown.

12. In the event of failure by the company to reach the coal, or if for any insufficient reason the company should delay the work of reclamation for a period of (say) six months, the Crown to be at liberty to cancel the said permission, and all rights obtained thereunder by applicants, and to retain the £5,000 to cover the cost of removal of the obstruction in the harbour.

13. Perhaps the conditions to be imposed might be suggested by the Crown Solicitor.

14. A slight amendment of the proposed new limit line for reclamation is suggested by me, and shown upon applicants' sketch by blue lines.

Cost of Report.—One day, field and office work, £3 3s.

I have, &c.,
S. E. PERDRIAU,
Government Surveyor.

It is recommended that these papers be forwarded to the Department of Public Works for consideration and report of the Engineer-in-Chief for Harbours and Rivers as to objection, if any, to the alteration of the limit of reclamation, as desired by the applicants.—E. TWYNAM, Chief Surveyor, 21/12/94. The Under Secretary.

Forwarded to the Under Secretary for Works, with a view to a report being obtained, as suggested by the Chief Surveyor.—F.B.S. (for the Acting Under Secretary, Lands), B.C., 22/12/95. Mr. Darley.—J.B., B.C.

I do not see any serious objection to granting the right to reclaim to the extent asked for, subject to the condition mentioned in Mr. Perdriau's report. It is likely to open up a very important industry, and therefore demands special consideration. I think it should be made a condition that the sea-wall be constructed before any of the filling-in is done, as the slopes may run out beyond the wall foundation. I attach a plan "C," showing the soundings, from which it will be seen that there will be some 34 to 35 feet of water at the south-east corner. It is worthy of consideration whether the limit line might not be amended, as shown by dotted lines, to avoid this great depth.—C. W. DARLEY, 28/12/94. The Under Secretary, Public Works.

May be approved, as suggested by Mr. Darley, and forwarded to Lands.—J.B., 1/1/95. Approved.—J.H.Y., 2/1/95. The Under Secretary for Lands.—J.B., 2/1/95.

No. 6.

No. 6.

Office Memorandum.

Registered Number of papers, Aln. 94-12,217.

Special purchase application No. 94-209, to reclaim and purchase land at Kurraba Point, Neutral Bay, by Sir D. Cooper and J. R. Hill.

Department of Lands, 3 January, 1895.

ENCLOSED is an application to reclaim and purchase an area of about 1½ acres at Kurraba Point, Neutral Bay.

If the application be approved, it is intended that the work of reclaiming the land will be carried out by the Sydney Harbour Collieries Company (Limited), who intend sinking for coal beneath the harbour.

In making the enclosed extensive report upon the matter, Mr. Surveyor Perdriau recommends the application, provided the condition suggested by him on pages 4 and 5 of the report are entered into by the applicants.

In concurring with Mr. Perdriau's reports and suggestions as to conditions, Mr. Darley, Harbours and Rivers Department, further suggests that it should be made a condition that the sea-wall be constructed before any of the filling-in is done, or the slope may run out beyond the wall foundation.

It is recommended that the applicants be asked in the first instance if they are willing to enter into a bond such as is suggested by Mr. Perdriau and Mr. Darley when called upon to do so, and that if a reply in the affirmative be received, authority be sought of the Executive Council to gazette the proposed sale for objections, after which the case should be referred to the Land Board for appraisement of the value of the land.

When referring the papers to the Crown Solicitor for advice as to tittle that officer could at the same time be instructed to prepare the necessary bond. Submitted.

E. A. BRONSDEN,
Clerk-in-charge, Alienation Branch.

The amended limit line for reclamation as approved by the Works Department differs somewhat from that asked for by applicants. The modification is shown by the dotted line on the enclosed tracing marked "C."—E. A. BRONSDEN, 3/1/95.

It is submitted that the course proposed be adopted. It is, however, pointed out that Mr. Huntley, manager of the company in question is desirous of obtaining an assurance from the Secretary for Lands that he will grant the application, provided no reasonable objections are lodged. Such a request has never yet been granted, and I cannot call to mind a case of greater importance in the public interest or private enterprise than the one now in question.—W. H. CAPPER, in charge of Sales Division, 3/1/95.

The proposed reclamation is a very large one, and appears to be of national importance, perhaps the Minister may see fit to refer the question to the Cabinet in the first instance for decision, whether the Government will concur in the proposal.—F. H. WILSON, Acting Under Secretary, 4/1/95.

This company applied to lease part of the reserve at Bradley's Head, which was refused by the Cabinet. The application may be approved of for the usual procedure, but, subject to the following conditions. The applicants to enter into a bond, or to lodge £5,000 as a guarantee to proceed, and to carry out to completion the work within three years. To be forfeited on failure. 2nd. The application is to be subject to the conditions relating to reclamations in the new Land Bill.—J.H.C., 7/1/95.

Sir D. Cooper and J. R. Hill, care of C. G. Phillips, informed, 7/1/95.

No. 7.

The Manager, Sydney Harbour Collieries, to The Minister for Lands.

Sir, Sydney Harbour Collieries (Limited), 63, Pitt-street, Sydney, 4 January, 1895.

I have the honor to ask whether it will be convenient for you to see me on the subject named in papers now before you.

My directors are anxious to cable their attorney, James Inglis, Esq., the decision of your Department as to this application, hence my importunity which made the urgency of the case. I am sure you will excuse.

I have, &c.,
T. S. HUNTLEY,
Manager.

No papers are before me.—J.H.C., 4/9/95. T. S. Huntley informed by semi-official note, 4/9/95.

No. 8.

The Under Secretary for Lands to Sir D. Cooper and J. R. Hill, Esq., care of C. G. Phillips, Esq.

Gentlemen, Department of Lands, Sydney, 7 January, 1895.

Having reference to your application to reclaim and purchase certain land at Kurraba Point, Neutral Bay, I am directed by the Secretary for Lands to inform you that the application is approved of for the usual procedure, but subject to the following conditions:—

1. You are required to enter into a bond, or to lodge a sum of £5,000 as a guarantee that the work of reclaiming the area applied for will be proceeded with and carried out within a period of two years, otherwise the amount paid as a bond will be forfeited.

2. The application is to be subject to the conditions relating to reclamation in the new Land Bill.

I have, &c.,
F. H. WILSON,
Acting Under Secretary
(*Per* W.H.C.)

No. 9.

No. 9.

T. S. Huntley, Esq., to The Under Secretary for Lands.

Sir, Sydney Harbour Collieries (Limited), 63, Pitt-street, Sydney, 9 January, 1895.

Referring to an application made by Mr. Claude Phillips, in the interests of my company, I have the honor to say my directors are anxious that your Department shall look to them to enter into the bond and other obligations relating thereto, with the intention of relieving Mr. Cooper's trustees therefrom, as the actual work of reclamation will be carried out by my company's mining operations, &c.

I have, &c.,
T. S. HUNTLEY,
Manager.

Submitted in connection with previous papers now herewith, as the sale must be effected to the owners of the freehold, they must, it is thought, be parties to the agreement, though the latter can probably be so worded that the obligations shall rest upon the Sydney Harbour Collieries Company (Limited). If the latter are prepared to agree to the Minister's terms, as already notified to applicants, and so inform this Department, the application might perhaps proceed through the preliminary stages, and prior to gazettal of final approval, the Crown Solicitor might be asked to draw up an agreement on the lines already approved.—E. A. Bronsden, Clerk-in-charge Alienation Branch, 10/1/95.

The text of the bond will, it is presumed, be prepared by the Crown Solicitor, who may be authorised to take into consideration the request embodied in Mr. Huntley's letter, of the 4th instant. As suggested above, if the company will intimate their intention of agreeing to the Minister's terms, it is submitted that the application may be allowed to proceed through its preliminary stages.—W. H. Capper, in charge of Sales Division.

For approval of course suggested.—F. H. Wilson, Acting Under Secretary, 14/1/95. Approved.—J.H.C., 15/1/95. Inform Mr. Huntley and Mr. Phillips.—E. A. Bronsden, 15/1/95. T. S. Huntley and C. G. Phillips informed, 15/1/95.

No. 10.

C. Phillips, Esq., to The Under Secretary for Lands.

Application to reclaim and purchase about 2 acres at Kurraba Point, Neutral Bay.

Sir, Pitt and Hunter Streets, Sydney, 11 January, 1895.

I have the honor to acknowledge receipt of your communication of 7th instant, alienation No. 94-12,217, intimating the conditions under which this application will be approved, for which I thank you. In reply I have now to state that neither Mr. John Cooper nor the trustees will give the guarantee asked for by you, though if the Crown will accept the guarantee bond of the Sydney Harbour Collieries (Limited) in lieu thereof, and will undertake to expend out of the guarantee such sum as may be necessary to complete the reclamation, should the collieries fail to do so within the stipulated time, we will be prepared to proceed with the application. This is rendered necessary, as without some such arrangement on default by the collieries, under conditions of clauses 10 and 15 of page 27 of the new Act, Mr. Cooper may find the Crown in possession of a strip of land between his estate and the water debarring him from free ingress and egress (rights which he now has), through no fault of his own, which would cause much depreciation to his estate.

I have, &c.,
CLAUDE PHILLIPS,
Attorney for John Cooper.

No. 11.

The Acting Under Secretary for Lands to T. S. Huntley, Esq.

Application to reclaim and purchase land at Kurraba Point—Sir D. Cooper and J. R. Hill.

Sir, Department of Lands, Sydney, 15 January, 1895.

Having reference to the matter noted in the margin, I am directed by the Secretary for Lands to inform you that, provided your company will agree to the terms already decided upon and conveyed to the applicants in letter of the 7th instant in preparing the bond, the Crown Solicitor will be instructed to take into consideration the request contained in your letter of the 9th instant, and in the meantime the application will be proceeded with in the usual manner.

I am also to inform you that the Secretary for Lands has altered the terms by requiring that the work of reclamation shall be carried out within three years, instead of two years as previously decided upon.

I have, &c.,
F. H. WILSON,
Acting Under Secretary
(*Per* W.H.C.)

No. 12.

The Acting Under Secretary for Lands to C. G. Phillips, Esq.

Application to reclaim and purchase land at Kurraba Point—Sir D. Cooper and J. R. Hill.

Sir, Department of Lands, Sydney, 15 January, 1895.

Having reference to the matter noted in the margin, I have the honor to inform you that the Secretary for Lands has altered the terms conveyed in the letter of the 7th instant, by requiring that the work of reclamation shall be carried out within three years, instead of two years as previously decided upon.

I am also to inform you that, provided the Sydney Harbour Collieries Company agree to the terms agreed to, in preparing the bond the Crown Solicitor will be instructed to take into consideration the request of Mr. Huntley that the company enter into the required bond.

Mr. Huntley has been advised to this effect.

I have, &c.,
F. H. WILSON,
Acting Under Secretary
(*Per* W.H.C.)

No. 13.

No. 13.

The Manager, Sydney Harbour Collieries, to The Under Secretary for Lands.

Sir, Sydney Harbour Collieries (Limited), 63, Pitt-street, Sydney, 19 February, 1895.

I have the honor to acknowledge yours of 15th June, N. 95-227, and in reply thereto, now beg to say my company are willing to agree to the principle of the terms and conditions imposed by the Honorable the Minister relating thereto.

I have, &c.,
T. S. HUNTLEY,
Manager.

As soon as advertisements are sent out send the papers to the District Surveyor for survey.—E.A.B., 26/2/95. Gazetted for objections, 26/2/95. Advertisements forwarded for insertion in the *Sydney Morning Herald* and *Daily Telegraph*, 28/2/95. Forwarded for survey of land applied. It is requested that the same may, if possible, be made during the month allowed for lodging caveats, as this is an urgent matter.—E.A.B., 2/3/95. The Metropolitan District Surveyor.

No. 14.

The Manager, Sydney Harbour Collieries, to The Under Secretary for Mines.

Sir, Sydney Harbour Collieries (Limited), 63, Pitt-street, Sydney, 25 February, 1895.

In the matter of the Sydney Harbour Collieries (Limited), I have the honor to say in this connection it is proposed to reclaim certain lands underlying the waters of Port Jackson, at Kurraba Point, Neutral Bay.

Among other conditions imposed by the Honorable the Minister for Lands is one calling upon the owners of the adjoining foreshore lands to enter into a bond for a large sum that the proposed reclamation works shall be completed in three years.

As this is an obligation, the trustees (Cooper's Estate) will not enter into themselves, but require my company to shoulder on their behalf, by depositing with the Treasury a sufficient sum to protect them against any possible loss, I beg to submit to the Honorable the Minister for Mines the following observations for his consideration, and to solicit his sympathy and influence with the Honorable the Minister for Lands with a view to the demand for such a bond being waived in favour of the company.

1. My company have, at great expenditure of time and money, proved the existence of coal under the harbour—part of the public estate.

2. Also, at a further large outlay, put the undertaking on the London market, and secured the necessary capital for the development of the same.

3. That such a proposal, resulting in the locking up of a large sum, is calculated to be injurious to such undertakings, and may be prohibitive in its operation or results.

4. That every department of the Government should, at this critical time in labour matters, strive to make such enterprises as easy as possible, instead of imposing hard conditions, more especially as the company are about to spend their capital in developing public property.

5. That the element of risk to the Government is merely nominal, as long before the coal is reached, a sufficient quantity of spoil will have been obtained from the two shafts to secure the reclamation (say) 5 feet above high-water mark.

6. That such a proposal is calculated to establish a precedent of an injurious kind to mining enterprises under tidal waters.

I have, therefore, to again solicit the active co-operation of the Honorable the Minister for Mines, with a view to securing a waive of the proposed bond.

I have, &c.,
T. S. HUNTLEY,
Manager.

Submitted.—R.H.O. (for Under Secretary), 2/3/95. For the consideration of my honorable colleague the Minister for Lands.—S. SMITH, 5/3/95. The Under Secretary for Lands, B.C., 5/3/95.

Application by the trustees of the Cooper Estate to be allowed to reclaim and purchase land at Kurraba Point, Neutral Bay.

THIS application has been gazetted for objections, and the papers are now with the District Surveyor with a view to the area being surveyed. The manager of the Sydney Harbour Collieries Company (Limited) has sent the enclosed letter to the Honorable the Minister for Mines, asking him to endeavour to get the Minister for Lands to modify the special conditions under which the sale is proposed to be made. After survey of the land the price will have to be appraised by the Land Board before the case will be ripe for the Crown Solicitor's report as to title, at which stage it was proposed to get that officer to prepare a bond covering the special conditions. Until that stage is reached further consideration as to the special conditions may, perhaps, remain in abeyance.—E. A. BRONSDEN, Clerk-in-charge, Alienation Branch, 8/3/95. Alienation 95-1,098.

The enclosed letter has been forwarded to this Department by the Minister for Mines for the consideration of the Minister for Lands. It is, therefore, submitted.—W. H. CAPPER, in charge Sales Division, 11/3/95. F. H. WILSON, Acting Under Secretary, 11/3/95.

No. 15.

Gazette Notice.

Department of Lands, Sydney, 26 February, 1895.

Application for permission to Reclaim and Purchase Land.

NOTICE is hereby given that application has been made by the persons hereunder mentioned for permission to reclaim and purchase, under the 64th clause of the Crown Lands Act of 1884, certain land particularised in the annexed description.

Any

Any person feeling aggrieved may, before the expiration of four weeks from this date, lodge a caveat, as provided by the 65th clause of the Act before mentioned; such caveat must be accompanied by a deposit of £10.

J. H. CARRUTHERS.

Registration No.	Applicant.	Area.	Description.	With whom Caveat must be lodged.
Aln. 95-227 S.P. 94-209.	Sir D. Cooper and J. R. Hill.	a. r. p. About 2 0 0	County of Cumberland, parish of Willoughby, at Kurraba Point, between land forming part of the Cooper Estate, leased to Captain Craigh, and the amended limit-line for reclamation.	The Under Secretary for Lands.

No. 16.

T. S. Huntley, Esq., to Metropolitan Surveyor, District Survey Office.

Sir, Sydney Harbour Collieries (Limited), 63, Pitt-street, Sydney, 7 March, 1895.

Referring to my interview with Mr. Elwin yesterday, *re* the amended limit for reclamation at Kurraba Point, I have the honor to say, on behalf of my company, that they will adhere to the blue line shown on their sketch "C," and not to the dotted line suggested by Mr. Darley.

Yours, &c.,
T. S. HUNTLEY.

No. 17.

Memorandum from the District Surveyor, Sydney, to Mr. Surveyor Perdriau.

Trustees of the Cooper Estate applying to reclaim and purchase land at Kurraba Point, Port Jackson.

14 March, 1895.

Mr. Perdriau will be good enough to effect survey of the area conditionally approved to be alienated, extending to the amended limit-line for reclamation, as indicated by red edging on enclosed tracing "C."

The matter being urgent, it is requested that action be expedited.

ED. TWYNAM,
District Surveyor.

Replied to by my report of the 20th May, 95-95, transmitting plan of 1 acre 2 roods 32 perches.—S. E. Perdriau, Government Surveyor.

No. 18.

Office Memo.

20 March, 1895.

This reclamation application may proceed upon the amended conditions, viz.:—That the work be proceeded with in a reasonable time, having regard to the magnitude of the company's proposed operations, and completed within ten years, otherwise the authority to cease and terminate, and all rights to be forfeited. I think this is a safer course than to grant the right subject to a bond which might only give a right of action and not a right of forfeiture.

I find the period of three years to be totally inadequate to the work proposed. J.H.C.

Inform applicants and Mr. Huntley.—E.A.B., 20/3/25. Sir Daniel Cooper, J. R. Hill, Esq., and T. S. Huntley informed, 20/3/95. Returned to the District Surveyor for survey of the land.—E.A.B. (*pro* Under Secretary), 20/3/95. Urgent. Mr. Surveyor Perdriau.—T. Elwin (for the District Surveyor), 25/3/95.

Mr. Waldron, solicitor to the company, called upon me to-day, and intimated that, as there was some objection by the Port Jackson Steamship Company to the interference with the wharf rights under lease from Captain Craig, the company would be agreeable to the reclamation rights being made, subject to the Port Jackson Company's lease and rights. There seems to me to be no objection to this.—J.H.C., 7/5/95.

Will the District Surveyor please expedite action as much as possible.—E.A.B. (*pro* Under Secretary), 7/5/95. The Metropolitan District Surveyor. Mr. Perdriau for survey and report with as little delay as possible.—E.T., District Surveyor, 15/5/95.

No. 19.

The Under Secretary for Lands to Sir D. Cooper and J. R. Hill, Esq.

Gentlemen, Department of Lands, Sydney, 20 March, 1895.

Having reference to your application to reclaim and purchase land at Kurraba Point, Port Jackson, I am directed by the Secretary for Lands to inform you that the matter will be proceeded with under the following amended conditions, in lieu of those previously imposed:—

That the work be proceeded with in a reasonable time, having regard to the magnitude of the Sydney Colliery Company's proposed operations, and completed within ten years, otherwise the authority to cease and terminate, and all rights to be forfeited.

I have, &c.,
F. H. WILSON,
Acting Under Secretary
(*Per* A.S.)

No. 20.

No. 20.

The Acting Under Secretary for Lands to T. S. Huntley, Esq.

Sir,

Department of Lands, Sydney, 20 March, 1895.

Having reference to the application by the Trustees of the Cooper Estate to reclaim and purchase land at Kurraba Point, Port Jackson, I am directed by the Secretary for Lands to inform you that the matter will be proceeded with under the following amended conditions, in lieu of those previously imposed:—

That the work be proceeded with in a reasonable time, having regard to the magnitude of the Company's proposed operations, and completed within ten years, otherwise the authority to cease and terminate, and all rights to be forfeited.

I have, &c.,

F. H. WILSON,

Acting Under Secretary

(*Per* A.S.)

No. 21.

Mr. Surveyor Perdriau to The Metropolitan District Surveyor.

Proposed reclamation at Kurraba Point by the Sydney Harbour Collieries Company (Limited); applicants, the Trustees of the Cooper Estate.

Sir,

26 March, 1895.

The above is quite an extraordinary case, inasmuch as the depth of water on the amended limit-line for reclamation on the 1¾ acres applied for is much greater than usual, varying from 8 feet to 36 feet at low tide, and the sea-wall in places will require to be as much as 45 feet high.

The cost of reclamation is an important item for consideration, and in order that my estimate of the cost may be practical and reliable, I beg to suggest that I may have the assistance of a civil engineer of the Harbours and Rivers Branch of the Public Works Department.

Mr. Halligan, whose duty it is to report upon reclamations, is away in the country, and will not return for some days, or perhaps weeks.

Perhaps Mr. Grimshaw might be requested to act in the capacity mentioned.

I have, &c.,

STEPHEN E. PERDRIAU,

Government Surveyor.

I would support Mr. Perdriau's suggestion, and would advise that the Secretary for Public Works be moved to cause the professional assistance herein mentioned to be rendered to this Department.—E. Twynam, Chief Surveyor, 27/3/95.

Submitted for approval.—E.A.B., 28/3/95. The Under Secretary. For approval.—J. R. York, Acting in charge, Sales Division, 28/3/95. Approved.—F. H. Wilson, Acting Under Secretary, 28/3/95. The Under Secretary for Public Works.—E.A.B. (*pro* Acting Under Secretary, Lands), B.C., 28/5/95. Will Mr. Darley please arrange this if possible.—J.B., 28/3/95. Mr. Grimshaw to arrange.—Jn. P. (for Engineer-in-Chief), 28/3/95.

I have given Mr. Perdriau all the assistance he has required, and submit herewith a short report which might be forwarded on to him.—J. W. Grimshaw, Supervising Engineer, 10/4/95. To the Engineer-in-Chief of Public Works Department.

No. 22.

Office Memo.

Subject:—Proposed reclamation at Kurraba Point by the Sydney Harbour Collieries Company (Limited). M.P. 2,556 Lands Department, 27th March, 1895.

Department of Public Works, Harbours and Rivers, Sydney, 10 April, 1895.

The assistance required respecting this reclamation was in forming an estimate of the cost of the work carried out in accordance with the usual regulations.

The estimated cost amounts to £10,000.

J. W. GRIMSHAW,

Supervising Engineer.

To the Engineer-in-Chief for Public Works.

I suggest this information be forwarded to the Lands Department.—H. R. Carleton (for Engineer-in-Chief), 11/4/95. The Under Secretary for Public Works. For approval to forward these papers to Department of Lands.—J. Darling, Under Secretary for Public Works, 16/4/95. Approved.—J.H.Y., 17/4/95. The Under Secretary for Lands.—J.B., 17/4/95. The Metropolitan District Surveyor.—E.A.B. (*pro.* Under Secretary), 19/4/95. To Mr. Surveyor Perdriau who has been instructed to act in this case.—E. Twynam, District Surveyor, 22/4/95. No. 421.—Replied to by my letter of the 16th May, No. 95-95 transmitting plan of my survey of 1 acre 2 roods 32 perches.—S. E. Perdriau, Government Surveyor.

No. 23.

Government-Surveyor S. E. Perdriau to The Metropolitan District Surveyor.

Sir,

16 May, 1895.

In compliance with your instructions No. 95-301, dated 14th March, on Alienation 95-2,351 and 95-421, Alienation 95-3,127, I have the honor to transmit herewith the plan of my survey of the above-described land.

2. Applicants wish to acquire this land for use by the Sydney Harbour Collieries Company (Limited), whose scheme of operations is explained in my report of the 15th December, No. 94-134, which is with the papers.

3. By direction of the Minister, this application is to be subject to conditions relating to reclamations in the new Land Bill. Also the reclamation rights to be granted under this application are to be subject to the Port Jackson Steamship Company's special lease, as regards the small piece at the western end of the land under report which is covered by said lease.

The lease is for years terminating .

4. In ordinary cases the practice is to locate the limit line for reclamations approximately at the low-water line. The tenure for occupation for any area beyond the limit-line is by special lease only; the longest term for such lease being fifteen years, by law. Wooden structures only are permitted to be erected upon areas occupied under special lease.

5. The permission to be given in this case to reclaim land to very deep water, beyond the limit-line, is quite unusual. What may be termed the special lease area, as well as the ordinary reclamation, are to be reclaimed to shipping height. As showing the value of such permission, I might mention that in one of applicants' letters to the Department, it is stated that the acquisition of this area is necessary to the realisation of the scheme.

6. It is in view of the special requirements for conducting such a very large business as it is proposed to establish here that so considerable an extension of the reclamation area has been permitted, and the same is in conformity with the plan accompanying the application. The depth of water on the amended limit-line varies from 8 feet to 37 feet at the lowest tide. The largest ocean-going vessels may be berthed alongside the reclamation when finished.

7. The cost of reclaiming land in such deep water is great, but the value of such land when reclaimed is, owing to its proximity to deep water, of far greater value for shipping purposes than land more remote therefrom, even though the distance be only 40 or 50 feet.

8. The materials for filling this large area will mostly be obtained from the two shafts 3,000 feet deep, and 18 feet in diameter, which are to be sunk here close to high-water mark. A convenience of considerable value in disposing of the spoil, and thereby also the cost of reclamation will be much reduced.

As to cost of reclamation and value of the land when reclaimed: By his statement on alienation 95-3,127 herewith, Mr. Grimshaw, Supervising Engineer of the Harbours and Rivers Department, estimates the cost of reclamation at £10,000. I propose, for convenience sake, to value the area in two parts. Taking the ordinary reclamation area, which is 2 roods 23 perches, extending to the old limit-line for reclamation, as one part, and appraising the net amount payable to the Department for that area in the manner prescribed by section 64 of the Crown Lands Act of 1884, without dividing by two. And as to the other part, the extended area 1 acre 0 roods 9 perches, ascertaining a fair rental value for same, as if a special lease were to be issued for it, for a period of fifteen years, capitalise such rental at 4 per cent. interest per annum, adding, of course, the value of the reversion after the term of fifteen years. Thus:—

10. The net amount payable to the Crown I estimate at (for the 2 roods 23 perches) ... £800
Fifteen years' lease of the 1 acre and 9 perches at what I consider a fair rental, viz., £200 per annum ... 3,000
Value of the reversion after the term of fifteen years ... 2,780

Total appraisement for the 1 acre 2 roods 32 perches ... £6,580

11. The above is undoubtedly a fair method for appraisement, especially as it is solely in the interest of the applicants that the Department is departing from the usual custom, and giving a freehold title, instead of a leasehold, for the land beyond the limit line for reclamation. Also in view of the fact that the existence of the company is depending almost entirely upon concessions from the Government.

Cost of this survey, &c.—

Field work, 1½ days ...	£4 4 0
Office, 3½ days ...	7 7 0
Total ...	£11 11 0

I have, &c.,
S. E. PERDRIAU,
Government Surveyor.

See paragraph 3.

Upon inspection of the papers in the case, I learn that the new lease has not issued. The former lease expired on 31st December, 1893. The Local Land Board on 17th of October, 1894, appraised the rental value of the new lease. See note on plan.—S.E.P., 20/5/95.

[*Enclosure.*]

1 acre 2 roods and 32 perches, at Kurraba Point, applied for to be reclaimed by the trustees of the Cooper Estate.

12th June, 1895.

In fuller explanation of my mode of appraisement in this case, I may state that the two items, £3,000 and £2,780, are for the privilege only of occupying the site, and do not refer to the value of the site when the same shall have been improved by the erection upon it of a costly sea-wall, and by reclamation from the harbour.

The cost of such reclamation is estimated at £10,000.

Assuming £10,000 to be the cost of reclamation, I estimate the amount by which the value of the whole holding will be enhanced, by reason of the land to be reclaimed having been reclaimed, and being held and enjoyed with the land held in fee simple, at £16,580.

I estimate the net amount to be paid to the Crown at £6,580.

S. E. PERDRIAU,
Government Surveyor.

The Metropolitan District Surveyor.

No. 24.

The Metropolitan District Surveyor to The Under Secretary for Lands.

Trustees of the Cooper Estate applying to reclaim and purchase below high water-mark of Port Jackson, Kurraba Point, parish of Willoughby, county of Cumberland.

17 June, 1895.

1. In furtherance of Ministerial decision, a survey has now been made of an area of 1 acre 2 roods 32 perches (indicated by red colour on enclosed heliograph), conditionally approved to be alienated to the trustees of the Cooper Estate, under the provisions of the 54th section of the Crown Lands Act of 1895.

2.

2. The cost of the reclamation is estimated by the Public Works Department at £10,000 (*vide* Alienation 95–3,127), and the enhanced value to the whole holding is estimated by Mr. Surveyor Perdriau at £16,580; leaving a net amount of £6,580 to be paid to the Crown.

3. This being an exceptional case, it may be pointed out there are no reliable data on which to base an estimate of the amount by which the holding will be enhanced on account of the reclamation when completed, and that any such valuation must be to a great extent a matter of opinion. I would, therefore, suggest that the best expert evidence be obtained when the area is being appraised by the Land Board.

4. Cost of survey, plan, &c., £11 11s.

E. TWYNAM,
District Surveyor.

Office Memorandum.

Registered number of papers—Alienation 95–4,838. Urgent.

Remarks.

20 June, 1895.

Does the survey follow the amended limit-line as approved by the Works Department? *Vide* alienation 94–12,217, and tracing "C," on which the dotted line appears to be the one approved.

E.A.B.
(*Pro* Under Secretary).

The Metropolitan District Surveyor.

The survey follows the line indicated on the applicants' tracing. Mr. Huntley having strongly objected to any amendments, it was understood that the broken black line was only an alternative limit-line suggested by Mr. Darley, *vide* alienation 94–12,217.—T. Elwin (*pro* District Surveyor), 21/6/95. The Under Secretary for Lands.

In view of the above the Works Department should, perhaps, be asked whether there would be any objection to the limit-line being made to coincide with the boundary adopted by Mr. Surveyor Perdriau.—E. A. Brownsden, Clerk-in-charge, Alienation Branch, 24/6/25.

Yes.—W. H. Capper (*pro* Under Secretary), 24/6/95. The Under Secretary for Public Works.—E.A.B. (*pro* Under Secretary), B.C., Lands, 25/6/95. Inform Mr. Huntley.—E.A.B. T. S. Huntley informed, 25/6/95. Mr. Grimshaw for report.—Jno. P., 26/6/95. Report attached.—J. W. Grimshaw, District Engineer, Sydney and South Coast Districts. To the Principal Assistant Engineer for Harbours and Rivers.

No. 25.

Mr. District-Engineer Grimshaw to The Principal Assistant Engineer.

Minute Paper.

Department of Public Works, Harbours and Rivers Branch, Sydney, 3 July, 1895.

Application by the trustees of the Cooper's Estate, to reclaim and purchase land at Kurraba Point, North Sydney, parish of Willoughby. (Harbours and Rivers, 95–5,508).

In minute paper, H.R. 94–13,649, 27/12/94, the Minister of Public Works approved of the alteration of the limit of reclamation as suggested by Mr. Darley.

Mr. Darley suggested that it should follow the dotted line on plan "C," to avoid deep water.

I understand that the applicants' objection to this is on account of it shortening the berth. This is an objection that may be overcome by a slight alteration of design in so many different ways that it should carry no weight.

If allowed, the difficulty of building a retaining-wall in 30 feet of water will, I fear, be used later on as an excuse for not carrying out the work in a proper manner.

The approval was also subject to the conditions mentioned in Mr. Perdriau's report, and "the sea wall being constructed before any of the filling in is done, as the slope might run out beyond the wall foundation."

I would strongly recommend that all these conditions be adhered to, or I am afraid the result will be simply tipping the spoil into the harbour as a cheap way of getting rid of it.

J. W. GRIMSHAW,
District Engineer, Sydney and South Coast Districts.

I think the amended limit-line, as suggested by Mr. Darley and recommended by Mr. Grimshaw, should be adhered to. I doubt if the applicants are fully alive to the difficulties and cost of constructing a retaining-wall in at least 40 feet of water. So far, no borings have been taken to show that they will not have to go deeper.—H. R. Carleton, 9/7/95. Engineer-in-Chief for Public Works.

I recommend that the approved limit-line be adhered to.—R. P. Hickson, Engineer-in-Chief for Public Works, 10/7/95. Under Secretary. For approval.—J. Barling, Under Secretary for Public Works, 11/7/95. Approved.—J.Y., 12/7/95. The Under Secretary for Lands.—J.B., 12/7/95.

No. 26.

Office Memorandum.

Special Purchase 94–209, by Trustees of the Cooper Estate, to reclaim and purchase land at Kurraba Point.

16 July, 1895.

This matter having been referred to the Works Department for a report as to whether there would be any objection to the alteration of the limit-line for reclamation, as desired by applicants, Mr. Darley suggested an amendment at the south-eastern corner, as shown by black dotted lines on enclosed tracing "C," so as to avoid the great depth of water—about 35 feet—at this spot.

When survey was being made an objection was made by Mr. Huntley, the manager of the Harbour and Collieries Company, to the amendment as suggested by Mr. Darley, and Surveyor Perdriau made the survey so as to follow the lines indicated by pink edging on tracing "C" referred to. The

The case was again referred to Works Department as to whether there would be any objection to the limit-line being made to coincide with the boundary adopted by Mr. Perdriau.

In the enclosed report of Works Department it is recommended that the amendment of the limit-line, as suggested by Mr. Darley, should be adhered to.

It is, therefore, submitted that, for the reasons stated in the enclosed report of the Works Department, the limit-line, as proposed by Mr. Darley on tracing "C" be adopted, and that Mr. Huntley be so informed and advised that consequently a resurvey of the area applied for will be necessary.

E. A. BRONSDEN,
Clerk-in-charge, Alienation Branch.

For approval.—W. H. Capper, in charge, Sales Division, 16/7/95. F. H. Wilson, Chief Clerk, 19/7/95. Approved.—J.H.C., 22/7/95. T. S. Huntley informed, 23/7/95. The Metropolitan District Surveyor, for amendment of survey.—E.A.B. (*pro* Under Secretary), 25/7/95. Mr. Surveyor Perdriau, for amendment of survey.—E. Twynam, District Surveyor, 29/7/95. Replied to by my letter of the 15th August, 1895, 123. The area as amended is 1 acre 2 roods 18 perches.—S. E. Perdriau, Government Surveyor.

No. 27.

The Under Secretary for Lands to The Manager, Sydney Harbour Collieries (Limited).

Sir, Department of Lands, Sydney, 23 July, 1895.

Referring to the application by the trustees of the Cooper Estate to reclaim and purchase land at Kurraba Point, I am directed by the Secretary for Lands to inform you, that the question having been referred to the Works Department as to whether there would be any objection to the limit-line being made to coincide with the boundary adopted by Mr. Surveyor Perdriau, and that Department having replied that the same would be objectionable, it has been decided to adopt the limit-line proposed by Mr. Darley.

I have, &c.,
WM. HOUSTON,
Under Secretary
(*Per* W.H.C.)

No. 28.

Government-Surveyor S. E. Perdriau to The Metropolitan District Surveyor.

Papers—Alienation 95-5,858 and Plan herewith.

Sir, 15 August, 1895.

In compliance with your instructions, No. 95-728*a*, dated 29th ultimo, on Alienation 95-5,858, I have the honor to report amendment of survey of the above-described land, which is applied for by the trustees of the Cooper Estate, on behalf of the Sydney Harbour Collieries (Limited).

2. The old marking on the ground has been obliterated where necessary, and new marking substituted; and the amendment has been shown in red colour upon the original plan catalogued Miscellaneous 1,030, Sydney.

3. The former area was 1 acre 2 roods 32 perches. The area, as amended, is 1 acre 2 roods 18 perches.

4. In my opinion, it is not necessary at this stage to raise the question of the effect of the amendment upon the cost of the reclamation, and upon the value of the land when reclaimed. Such matters will be carefully investigated prior to the case being heard by the Local Land Board.

5. Cost of survey, calculations, alterations of plan, &c., field and official work, one day, £3 3s.

I have, &c.,
S. E. PERDRIAU,
Government Surveyor.

The necessary amendment of survey having been made, as requested per minute, dated 25th ultimo, on paper Alienation 95-5,858, these papers are returned for further action.—E. Twynam, District Surveyor, 16/8/95. The Under Secretary for Lands.

Reclamation at Kurraba Point.—A resurvey of the area proposed to be sold in this case having now been made in furtherance of Ministerial decision of 22nd July, it is submitted that in view of the report of the Metropolitan District Surveyor on 95-4,838, enclosed, the papers be sent to the Land Board for appraisement of the value of the land, and that the best expert evidence be obtained, as suggested by the District Surveyor. That officer should perhaps be asked to submit the names of the witnesses whose evidence he thinks would be of service, and the fee that would be required by each, other than Mr. Gregg and Mr. Gorman, who should, perhaps, be at once written to with a view to securing their services. No authority to reclaim having been issued yet, the appraisement in this case will, it is submitted, be under the provisions of section 54 of the Crown Lands Act of 1895. If the foregoing is approved, it would, perhaps, be well to quote a fee when writing to Messrs. Gregg and Gorman. The fee for an ordinary reclamation case at North Shore would be £3 3s., but as this is a special case, perhaps £5 5s. might be offered.—E. A. Bronsden, Clerk-in-charge of Alienation Branch, 16/8/95.

For approval that authority be now given for the Land Board to appraise the value of the land, as provided by section 54 of the Act of 1895. Authority is also required to obtain the best expert evidence for production before the Land Board, and that the fee in this instance, having in view the importance of the case, be set down at £5 5s. each witness employed.—W. H. Capper, in Charge of Sales Division, 21/8/95.

Submitted for approval.—W. Houston, Under Secretary, 21/8/95. Approved. The Board should also report on the merits of the application and any special conditions to be imposed under the Land Act of 1895.—J.H.C., 23/8/95. The Metropolitan District Surveyor.

[Two plans.]

Sydney: Charles Potter, Government Printer.—1895.

[1*s.* 6*d.*]

Enclosure to No. 1

Case No. 2

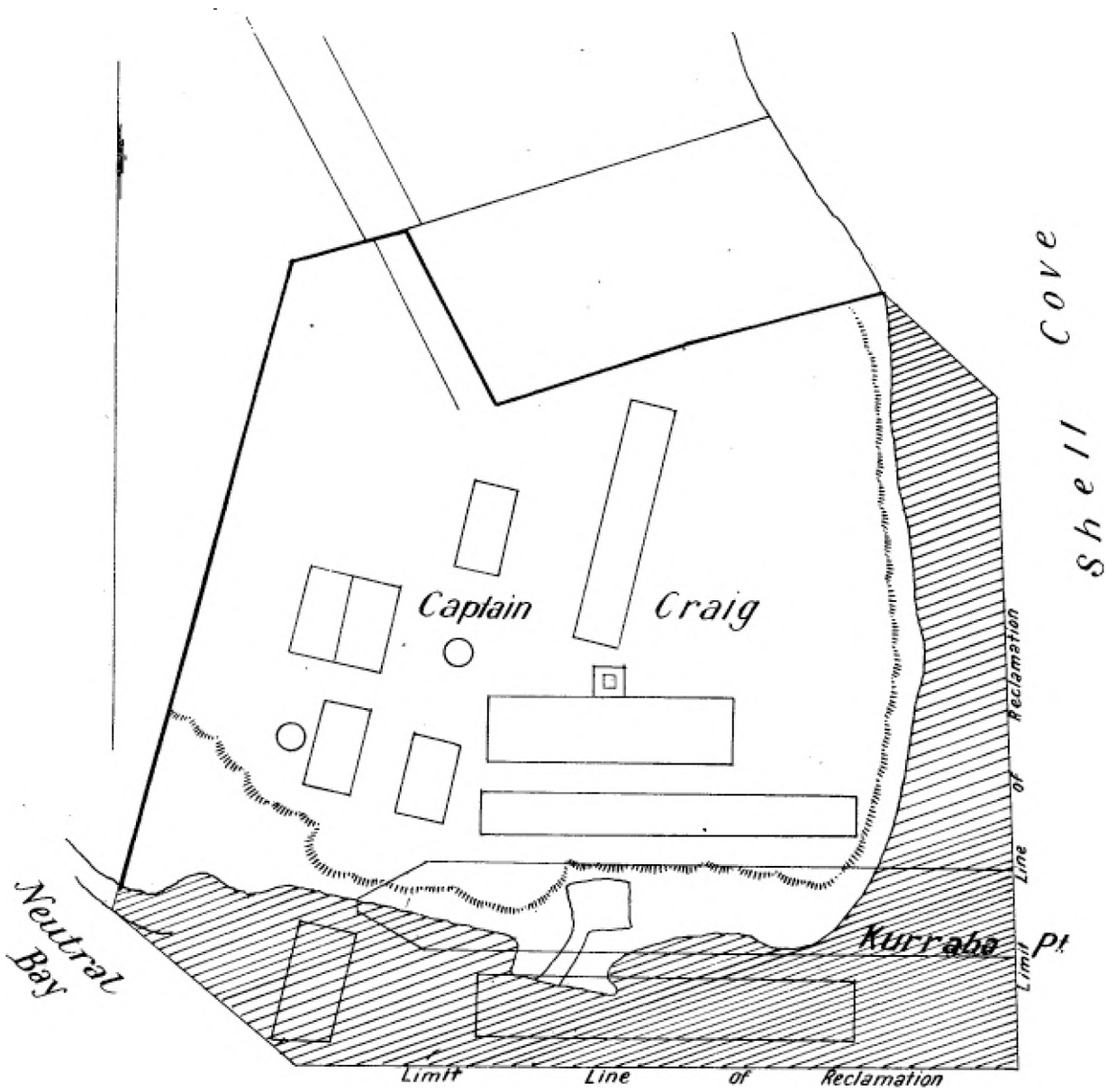
Alienation Branch
94.11479 Enclosure

Plan

Shewing proposed Reclamation at Kurraba Point

A

Scale
0 25 50 100 200 300 Feet



Note: Area of Reclamation (coloured Red) 2ac: 0r: 0p
Shewn on this map thus ////////

JJ. 10.9.95 (Sig. 135)

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

Enclosure to No. 2

Case No. 2

Alt. Branch
94. 114.79
Encles

B

PLAN

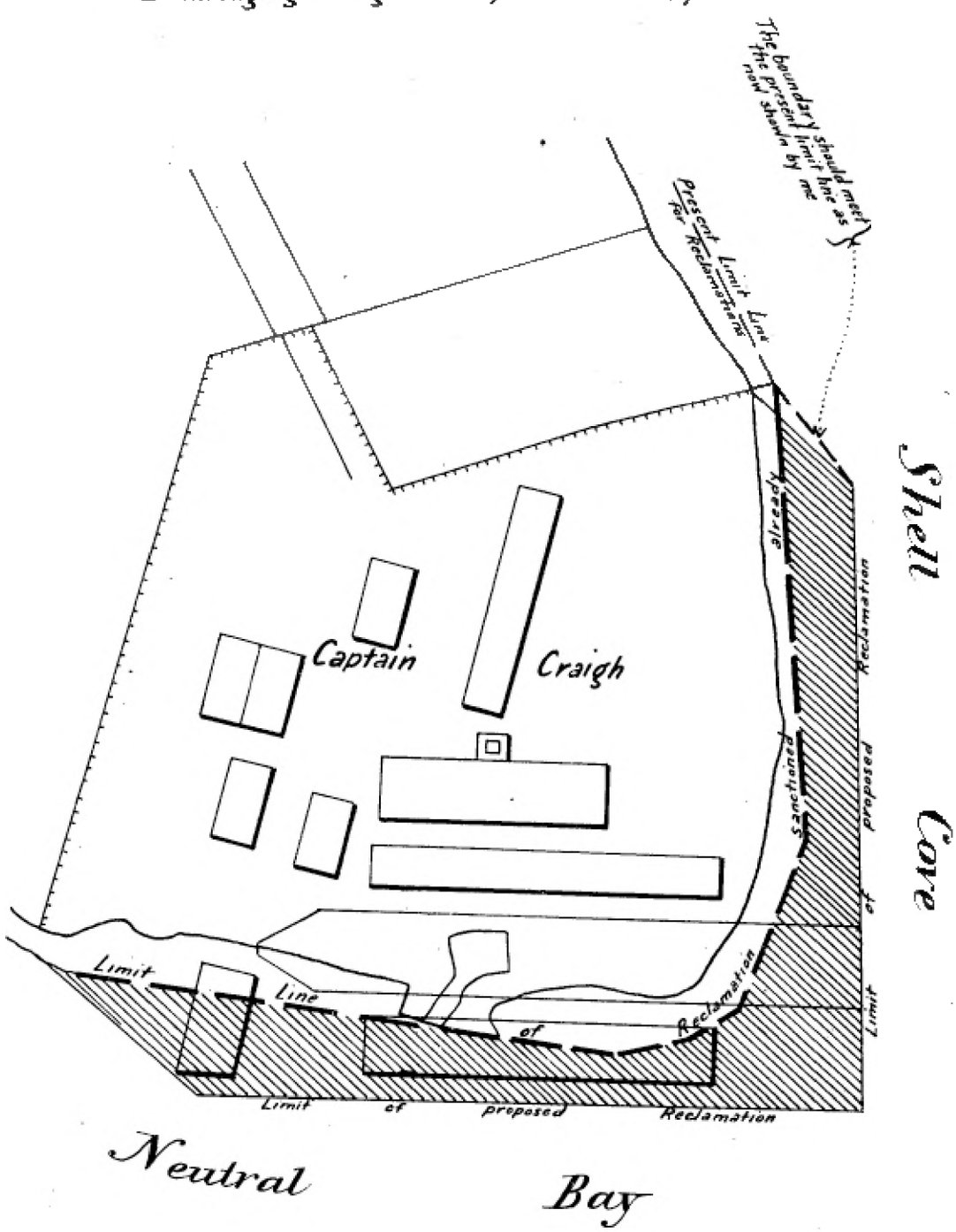
of proposed Reclamation at KURRABA POINT

Scale 100 ft to an inch

Scale

0 25 50 100 200 300 Feet

Note.- Limit Line shewn by green line on original is shewn on this map thus — —
The portion colored red (1.1.0) is the area proposed to be reclaimed beyond the line of reclamation sanctioned already (shown on this map thus)
Brown edging on original is shewn on this copy thus

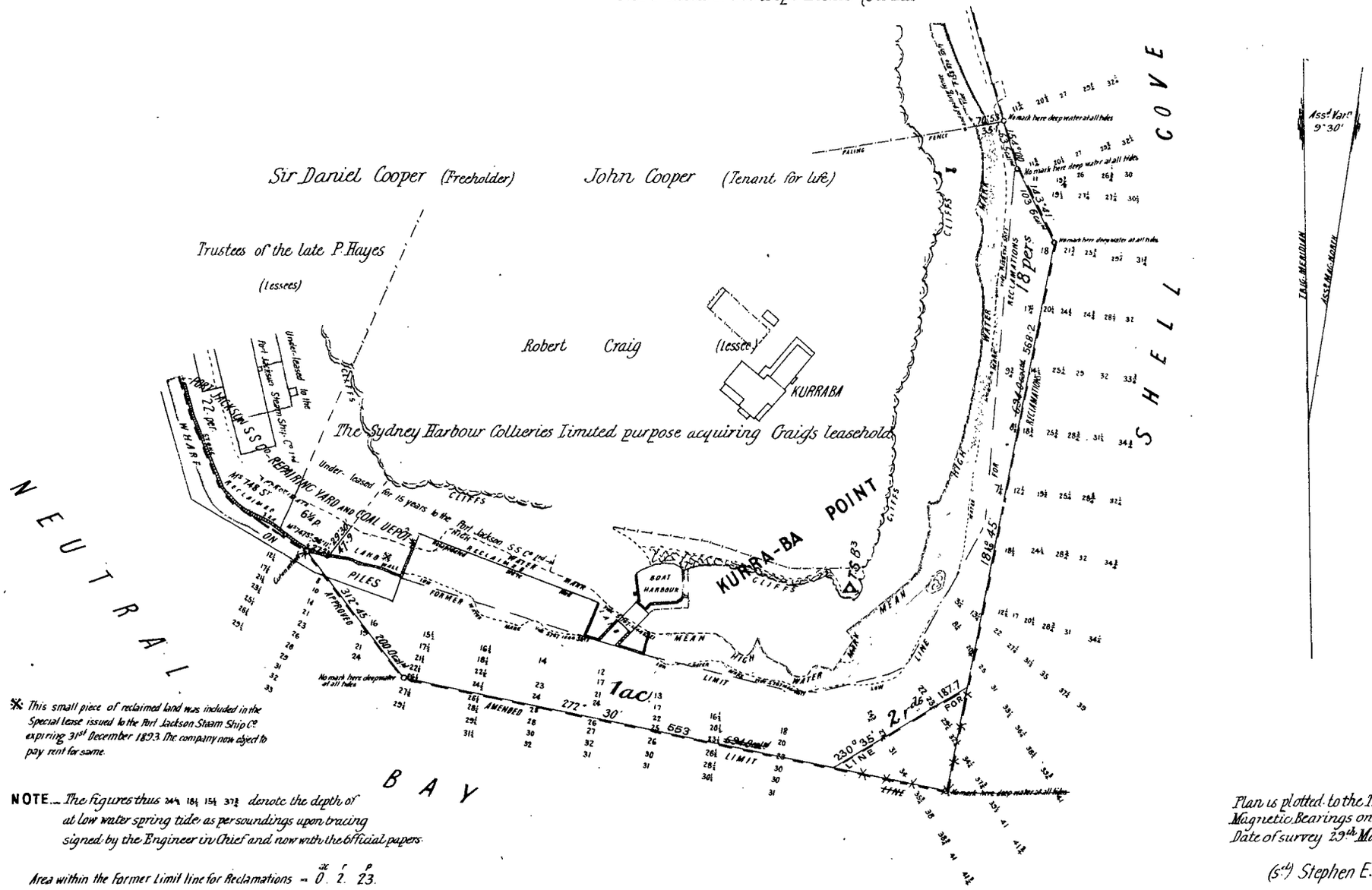


(Sig 135)

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

Cat. No MS.1030 SY.
L.B. No 35-1169.

PLAN OF 1 ac 2r. 32p. at Kurraba Point, North Sydney **PARISH OF WILLOUCHBY COUNTY OF CUMBERLAND** applied for under the 51st clause of the Crown Lands Act of 1895 by The Trustees of the Cooper Estate { Sir D. Cooper / J. R. Hill.



* This small piece of reclaimed land was included in the Special lease issued to the Port Jackson Steam Ship Co. expiring 31st December 1893. The company now object to pay rent for same.

NOTE.— The figures thus 24¼ 18½ 15¼ 37¾ denote the depth of at low water spring tide as per soundings upon tracing signed by the Engineer in Chief and now with the official papers.

	ac	r	p
Area within the Former Limit line for Reclamations =	0.	2.	23.
Area between the former and Amended Limit line =	0.	3.	35
TOTAL =	1.	2.	18

(Sig. 135)

Examined
[illegible] 12-3-95

Plan is plotted to the Trig Meridian
Magnetic Bearings only are given
Date of survey 29th March 1896.

(Sd.) Stephen E. Perdriau Gov.t Sur.r

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

1895.

LEGISLATIVE ASSEMBLY.

NEW SOUTH WALES.

SYDNEY HARBOUR COLLIERIES COMPANY.

(PARTICULARS RESPECTING APPLICATION BY, FOR A SPECIAL LEASE FOR WHARFAGE PURPOSES AT BRADLEY'S HEAD.)

Ordered by the Legislative Assembly to be printed, 10 *September*, 1895.

Précis.

SPECIAL Lease Application 94-13, Metrop., for Wharf at Bradley's Head, by Sydney Harbour Collieries Company (Limited).

THIS application for a special lease, under section No. 89 of the Crown Lands Act of 1884, of 8½ acres of Crown land below high-water mark, fronting a mineral lease applied for by Mr. T. S. Huntley, between "Athol Gardens" and Bradley's Head, Port Jackson, was made as prescribed by law to the Chairman of the Local Land Board, Sydney, on the 20th June, 1894, by the Sydney Harbour Collieries (Limited), per T. S. Huntley, manager, a rental of £40 being offered.

It is the invariable practice of the Department to allow these applications to proceed through the following well-defined course:—The application is made to the Chairman of the Land Board, and is by him referred to the District Surveyor for report. His report is then forwarded by the Chairman to the Works Department for the concurrence or otherwise of the Engineer-in-Chief for Public Works. This obtained, the date for the hearing of the case by the Board is fixed by the Chairman, and the parties interested notified. The matter having been heard and recommendation made by the Board, the papers are retained in the Board Office for the period of twenty-eight days allowed applicants to lodge notice of appeal to the Land Appeal Court against the decision of the Board (*vide* sec. 17, Crown Lands Act, 1884). If no appeal be lodged, the Board's recommendation is, with the other papers in the case, forwarded to Head Office, and submitted for the approval or otherwise of the Minister. Should he approve of the lease, the intention to grant it is notified, and objections invited, by notice once a week for four consecutive weeks in the *Government Gazette* and local newspapers (*vide* sec. 89 of the Crown Lands Act of 1884). If no valid objections are made, the first year's rent is called for, and, when paid, the lease is forwarded for the sanction of the Governor and Executive Council, and then gazetted as granted.

In accordance with this practice, the Company's application was, on the 22nd July, 1894, referred to the District Surveyor, Sydney, for report.

On the 23rd idem, Mr. Government-Surveyor Perdrian reported to the District Surveyor that, as there would be no likelihood of interference with navigation, he was of opinion the application might be entertained for an area of 7 acres 1 rood 38 perches (*see* diagram on Local Land Board, 94-2,092), with a frontage of 1,544 feet, and an average depth of 210 feet, and recommended full term at that time allowable under the Land Acts (fifteen years), with rental as follows:—

£200 per annum during first three years,
£500 per annum during next two years,
£1,000 per annum during next five years,
£1,500 per annum during remaining five years,

or, as an alternative,—

£200 per annum for first three years, and thereafter £500 per annum, and a royalty of ½d. per ton on all coal shipped at the wharf, the rental to merge into royalty when same should exceed £500. (L.L.B. 94-2,092.)

Action was then stayed for about twelve months, pending result of applications made by the company for the mineral lease of the land behind the frontage applied for under special lease, and for permission to purchase the land the subject of this special lease application.

In June, 1895, Messrs. Sly and Russell, as solicitors for the company, asked if the lease for wharf would be granted for a term of forty years, and Mr. Huntley subsequently interviewed the Minister on the subject.

 The

The Minister, referring only to the *length* of any lease which might be granted, and subject to the application for lease going through the usual procedure of law, minuted that he was favourable to a term of twenty-eight years—the full term permissible under the Land Act of 1895—and that he would, in view of the nature of the enterprise, be favourable to a further term of twelve years if legislation permitted.

On the 23rd July, 1895, the District Surveyor reported that, in his opinion, the application might be entertained, contingent upon the approval of the adjoining mineral lease, and subject to the concurrence of the Engineer-in-Chief for Public Works as to the limits of the wharf. He expressed his opinion, further, that the terms of the special lease and mineral lease should be concurrent and terminable at same date. Rental at the following rate was recommended by him:—£100 per annum during the first three years of the lease, afterwards a minimum of £500 a year until royalty of ½d. per ton on coal delivered over the wharf should exceed £500, when the rental should merge in the royalty. (Ms. Ls. 95-6,429.)

On the same day the matter was referred to the Works Department for the report of the Engineer-in-Chief for Public Works.

The Engineer-in-Chief recommended for approval, and the Secretary for Public Works approved that so far as that Department was concerned there was no objection to the granting of the lease, "seeing that the proposed wharf would be well out of the way of all harbour traffic, and although the area is unusually large, the work to be undertaken by the Harbour Collieries Company is of almost national importance." (Enclosure to 95-6,429 Ms.Ls.)

The date of inquiry by the Local Land Board into the merits of the application was fixed for 12th August, 1895, and of this Mr. T. S. Huntley, on behalf of the applicant company, was informed on 2nd idem.

As the case was an important one, it was approved by the Secretary for Lands (95-8,720 Minl.) that the Department should be represented by counsel, and that steps should be taken to secure the attendance of Mr. A. Kethel and Captain Jackson.

On the date fixed the case was duly inquired into by the Local Land Board at Sydney, as required by Regulation 214 of the Crown Lands Acts, and evidence taken. Mr. Canaway appeared on behalf of the Lands Department.

The evidence taken was principally as to the rental value of the land sought to be leased for the purpose for which it was required. The following gentlemen quoted the amounts set opposite their respective names as being what they considered a fair rental, viz.:—

T. S. Huntley	£40 per annum.	
J. Y. Mills	125 „	
Captain Jackson	2,500 „	
H. Gorman (Hardie & Gorman)	144 „	
A. Kethel	200 „	for first three years.
	750 „	for next five years.
	1,000 „	for „
	1,000 „	with 1d. per ton royalty during remainder of twenty-eight years.

The Board then recommended that a lease be granted for wharf of 7 acres 1 rood 38 perches, shown on diagram 94-2,092 L.L.B., under conditions as to removal of structures, compensation, and determination of the lease usually applied to leases in Darling Harbour, and providing for the cancellation of the lease upon failure to hold a mineral lease of the adjoining area. Term of lease to be twenty-eight years. The rent was appraised by the Board at £100 per annum for the first two years, and, for the remainder of the term, £400 per annum, together with a charge of a halfpenny per ton, to be paid yearly during the whole term of the lease for all material shipped from the wharf during the year. (95-6,913 Ms. Leases).

Applicants, who were represented by Mr. Russell, solicitor, at the Board's inquiry, were notified on 13th August, 1895, by the Board of result of the Board's finding.

The papers were then referred to head office for necessary action as to advertising for objections to the granting of the lease, as required by section 89 of the Crown Lands Act of 1884.

Mr. Huntley, on 14th August, wrote, asking that this be done at once to save time, but the Minister decided that the usual course should not be departed from. Mr. Huntley was informed on 19th idem. (95-6,984 Ms. Ls.)

Before advertising for objections it is the practice of the Department to submit the Land Board's recommendation to the Minister for approval or rejection. *This, however, has not yet been done*, as, under section No. 17 of the Crown Lands Act of 1884, applicants are allowed twenty-eight days from date of inquiry by the Board to lodge appeals against the Board's decision, and this period, which in this instance expired on 9th September, 1895, had first to elapse.

The following other communications have been received from the company's agents, but have not yet been dealt with, the contents being subjects for consideration by the Minister when dealing with the Board's recommendation:—

(*a*) Letter dated 13th August, 1895, desiring provisions be inserted in the lease empowering lessees or their assigns to reclaim the area. (95-6,901 Ms. Ls.)

(*b*) Letter, same date, protesting against charge of a half-penny per ton as being prohibitive. (95-6,911 Ms. Ls.)

(*c*) Letter of 15th August, 1895, expressing opinion that imposition of tonnage rate is *ultra vires*. (95-7,816 Ms. Ls.)

There has also been received from Mr. Dugald Thomson, M.L.A., certain resolutions passed at a public meeting of the residents within the Borough of Mosman, strongly protesting against coal-mining and shipping at Cremorne, Mosman's Bay, Sirius Cove, or any of the foreshores of that borough. (Ms. 95-2,350 Ind.)

A letter was received on 7th September, 1895, from J. L. C. Rae, intimating that he is now manager of the company, and asking for an early interview with the Minister "on matters of great importance."

On

On 7th September, 1895, notice of appeal to the Land Appeal Court from the decision of the Board was received by the Chairman of the Board from the applicant company. The grounds of appeal are, briefly, that the recommendation of the Board as to conditions under which the lease should be granted, and also with respect to the proposed charge of one half-penny per ton on material shipped at the wharf is *ultra vires*, tonnage and wharfage dues not being rent within the meaning of the Crown Lands Acts. Further, the rent recommended is considered excessive, and the lease should contain a provision enabling lessees to fill up and resume the area proposed to be leased.

The Minister has to-day minuted the papers as follows:—"This matter is not yet ripe for ministerial decision until after the Land Court has decided the appeal; but it may be noted that, as a large question of public policy is involved, the papers must be brought before the Cabinet for directions on the matter of policy prior to any final decision by me."

SCHEDULE.

NO.		PAGE.
1.	T. S. Huntley, Esq., Manager, Sydney Harbour Collieries (Limited), to the Chairman, Metropolitan Local Land Board, forwarding application for a special lease of 8½ acres of Crown lands, county Cumberland, parish Willoughby, for wharfage purposes, with enclosures. 20 June, 1894	3
2.	The Metropolitan District Surveyor to Mr. Surveyor S. E. Perdriau, with minutes. 11 July, 1894	4
3.	D. Thomson, Esq., M.P., to the Secretary for Lands, with minutes and enclosure. 13 June, 1895	5
4.	Messrs. Sly and Russell to the same, with minutes. 17 June, 1895	5
5.	The Under Secretary for Lands to Messrs. Sly and Russell. 20 June, 1895	5
6.	Messrs. Sly and Russell to the Secretary for Lands, with minutes. 20 June, 1895	6
7.	T. S. Huntley, Esq., to the Under Secretary for Lands. 27 June, 1895	6
8.	Office Memorandum, with minutes. 27 June, 1895	6
9.	Metropolitan District Surveyor to the Chairman, Local Land Board, with minutes and enclosure. 23 July, 1895	6
10.	Office Memorandum, with minutes. 30 July, 1895	7
11.	The Under Secretary for Lands to the Under Secretary for Finance and Trade. 30 July, 1895	8
12.	The same to the Crown Solicitor. 30 July, 1895	8
13.	The same to Alexander Kethel, Esq. 30 July, 1895	8
14.	Office Memorandum, with minutes and enclosure. 31 July, 1895	8
15.	Decision of Local Land Board, with enclosures. 12 August, 1895	8
16.	Messrs. Sly and Russell to the Under Secretary for Lands. 13 August, 1895	12
17.	T. S. Huntley, Esq., to the Secretary for Lands. 13 August, 1895	12
18.	Same to the same. 14 August, 1895	12
19.	Office Memorandum, with minutes. 15 August, 1895	13
20.	The Under Secretary for Lands to T. S. Huntley, Esq. 19 August, 1895	13
21.	The same to Messrs. Sly and Russell. 22 August, 1895	13
22.	The same to T. S. Huntley, Esq. 22 August, 1895	13
23.	Cumberland Ranger to the Under Secretary for Lands. 28 August, 1895	13
24.	Messrs. Sly and Russell, solicitors to the Sydney Harbour Collieries Company (Limited), to the Chairman of the Local Land Board (notice of appeal to the Land Appeal Court from decision of Local Land Board). 6 September, 1895	14
25.	J. L. C. Rae, Esq., to the Secretary for Lands. 6 September, 1895	14

No. 1.

The Manager, Sydney Harbour Collieries (Limited), to The Chairman, Metropolitan Land Board, Sydney.

Sir, Sydney Harbour Collieries (Limited), 63, Pitt-street, Sydney, 20 June, 1894.

I have the honor to hand you herewith an application for a special lease at Bradley's Head and to ask the early and favourable consideration of your Honorable Board.

I may mention that my company propose to sink shafts and erect plant, &c., on the adjoining land at a cost of about £200,000, and that the operation of loading coals and bunkering steamers will necessitate very extensive wharfage accommodation.

Under these circumstances, I venture to ask for all the privileges and assistance that your Honorable Board can afford to give, consistent with the public interest.

I may further mention that if my company succeed in their venture, the revenue likely to be paid to the Government as royalty on the coal raised by them will be from £12,000 to £15,000 annually.

I have, &c.,
T. S. HUNTLEY,
Manager.

Receipt enclosed from Treasury, £6 16s. 8d.; also tracing and application on Form 45.—T.S.H.
Exhibited before the Local Land Board at Sydney, on 7th August, 1895.—T.W.H., Chairman.

[*Enclosures.*]

Form 45.

Crown Lands Acts, Regulation No. 150.

Application for Special Lease.

63, Pitt-street, Sydney.

We, Sydney Harbour Collieries (Limited), hereby apply for a special lease for wharfage purposes, of the land hereunder described, and shown on the accompanying plan and tracing, and we offer to pay an annual rental thereof of £40. Enclosed is a receipt showing that a deposit of £5 and a survey fee of £1 16s. 8d. have been paid to the Colonial Treasurer.

Signed this 20th day of June, 1894. SYDNEY HARBOUR COLLIERIES (LIMITED),
(T. S. Huntley, Manager).

The Chairman of the Local Land Board, at Sydney.

Description.

Gray Land District of Sydney, county of Cumberland, parish of Willoughby, 8½ acres. [*See* tracing herewith]: Starting at datum post at old south-west corner of Ferrier's 4 acres, known as Athol Gardens; thence along the shore thereof to the southernmost point of mineral lease No. 1, Sydney, of 8 acres, applied for by T. S. Huntley.

Suspense

(No. 17,251.) Suspense Account, New South Wales.

The Treasury, 20 June, 1894.

Received from Sydney Harbour Collieries (Limited), the sum of £6 16s. 8d. sterling for deposit and survey fee on application for special lease for wharfage purposes, parish Willoughby, county Cumberland.

J. S. WALFORD,
(*Pro* Treasurer).

£5 0 0 deposit.
1 16 8 survey fee.

£6 16 8 Entered.—W.S.

No. 2.

The Metropolitan District Surveyor to Mr. Surveyor S. E. Perdriau.

Special Lease.—Sections 89–92 of the "Crown Lands Act of 1884," Regulation No. 150. Purpose, wharfage; locality, Bradley's Head, Port Jackson, parish of Willoughby, county of Cumberland; applied for by Sydney Harbour Collieries (Limited), *per* T. S. Huntley, manager.

Instruction No. 609.

District Survey Office,
Sydney, 11 July, 1894.

Mr. Surveyor Perdriau is requested to report upon the enclosed application at his earliest convenience.

E. TWYNAM,
District Surveyor.

Report.

1. Is the land applied for available for special lease? State whether Crown land, reserved, or otherwise.	Yes. Unreserved Crown land below high-water mark.
2. Is the land occupied or improved in any way?	No. I would suggest that accurate soundings be taken at intervals of about 100 feet over the area applied for as a special lease, and extending 100 feet beyond same. This work should probably be done by the Harbours and Rivers Department.
3. If a modification of boundaries is necessary, obtain signature of applicant to same.	Not necessary.
4. Having in view the public interest generally, do you recommend that this lease shall be granted?	Yes.
5. Propose an annual rental and term of lease.	I beg to recommend the usual Darling Harbour conditions, except as to time for erection of the structure and duration of term, which might, I think, be for the full term allowable under the Act, viz., fifteen years. For proposal as to rental, see below.
6. Submit a sketch of proposed lease upon the other side.	Sketch accordingly.

STEPHEN E. PERDRIAU,
Government Surveyor.

23rd July, 1895.

This application is made in connection with an application for a mineral lease of part of the adjoining reserve. *Vide* papers Mis. 94–2,731 Ind. under submission to the Minister, on the 2nd instant.

This proposed special lease is situated on the frontage of a proposed mineral lease of 6 acres 1 rood 33 perches, and is well out of the fairway. There is such a great expanse of harbour opposite the site that I think the application might be entertained.

Two permits have been applied for to mine for coal under the harbour, covering 5,816½ acres and 1,535 acres respectively. The probable outlay in workings, plant, jetty, &c., is estimated at £200,000, and it is stated that if the venture be successful, the royalties on coal will amount to from £12,000 to £15,000 per annum, as an annual output of 600,000 tons is expected.

The proposed special lease forms part of a gigantic scheme, which the manager, Mr. T. S. Huntley, expects will take three years to develop, tenders having been received to sink the shafts in thirty months.

The manager anticipates that in four years from commencement of work the mine will be sufficiently developed to ensure an output of 600,000 tons per annum.

Machinery capable of an output of 1,000,000 tons per annum is to be provided, and that quantity, it is thought, may be raised within five years from commencement of work, which will probably be in December next.

As to Rental and Term.

I beg to recommend the full term allowable under the Act, viz., fifteen years, as follows:—For the first three years, £200 per annum; for the next two years, £500 per annum; for the following five years, £1,000 per annum; and for the remaining five years, £1,500 per annum; or, as an alternative, perhaps it would be more equitable to charge £200 per annum for the first three years; and thence for the remainder of the term a minimum rental of £500 per annum, and a royalty of ½d. per ton for the special lease upon all coal shipped, the rental to merge in royalty when same shall exceed £500. Mr. Huntley states that an output of less than 500,000 tons per annum will not pay.

A royalty of ½d. per ton on the expected output of 600,000 would yield £1,250 per annum as rental for this special lease.

STEPHEN E. PERDRIAU,
Government Surveyor.

23rd July, 1894.

No. 3.

D. Thomson, Esq., M.P., to The Secretary for Lands.

Sir, Legislative Assembly, Sydney, 13 June, 1895.

Enclosed I have the honor to forward you copies of resolutions regarding the proposed coal-mining at Cremorne or neighbourhood passed by a meeting at Mosman's Bay.

I have, &c.,
DUGALD THOMSON.

[*Enclosure.*]

The following resolutions were passed at a meeting held in the Council Chambers, Mosman, on Monday, the 10th instant to protest against the leasing of land at Cremorne for coal-mining purposes:—

1. By J. Barre Johnston, seconded by J. Bartlett, "That, in view of an application having been made to lease or purchase for coal-mining and shipping purposes a portion of the Government reservation at Cremorne, this meeting desires to place on record its unanimous protest against the granting of such application, and against any alienation of the reservation calculated to interfere with its use by the public."

2. By Alderman P. T. Taylor, seconded by Dugald Thomson, M.P., "That this meeting strongly protests against the coal-mining and shipping being permitted at Cremorne, Mosman's Bay, Sirius Cove, or any of the foreshores of this Borough, as it would most seriously injure the district as a residential suburb; would deface the natural beauties of the Borough of Mosman; would be a disfigurement to the harbour generally, and cannot be supported on the grounds of necessity, as the coal measures can be reached from more secluded and less peopled shores of the harbour equally available to shipping."

3. By Alderman J. G. Gannon, seconded by A. Walker, "That a copy of the foregoing resolutions be forwarded to the Minister for Lands and the Minister for Mines, through Mr. Dugald Thomson, M.P.

JAMES T. WALL,
Honorary Secretary to the Movement.

It will apparently be sufficient to acknowledge the receipt of this protest, and to state that it has been duly recorded. A similar letter is stated to have been sent to the Mines Department.—J. E O'Dwyer, Head of Miscellaneous Branch, 18/6/95.

The Cumberland Ranger was to-day asked to report fully on all occupations on the 100-feet reserve in Robertson's grant.—J.W.S., 4/7/95.

No. 4.

Messrs. Sly and Russell to The Secretary for Lands.

Sir, 379b, George-street (near King-street), Sydney, 17 June, 1895.

On behalf of the Sydney Harbour Collieries (Limited), for whom we act under instructions from the London solicitors to the company, we have the honor to request that you will be pleased to forward to us a copy of any application made by Mr. T. S. Huntley, either in his own name or on behalf of the company, for a lease of land at Bradley's Head for wharfage purposes, and copy of all minutes, reports, or other papers in connection with such application.

We shall also be pleased if you will let us know whether a lease will be granted of the land therein referred to for forty years, and, if so, at what rental. We understand that a promise has been made by you personally with reference to such proposed lease.

We undertake to pay any office fees payable in respect of the copies above referred to.

We may mention that we have received a cable from London desiring the information above referred to, with a request that a reply may be received on or before Wednesday next. We shall esteem it, therefore, a favour if the above-mentioned copies and information above referred to be forwarded to us on or before Wednesday next.

We have, &c.,
SLY AND RUSSELL.

Messrs. Sly and Russell should be asked for their authority to obtain these copies.—J.W.S., 18/6/95. To R.H.D.—F. H. Wilson, Chief Clerk, 19/6/95. Copies of any application made by T. S. Huntley might be supplied on payment of usual fee, but that of official minutes or reports should not be furnished.—W. Houston, 19/6/95.

Copies of applications may be furnished, but may be informed that the other documents are not open to public information. It would be better for the solicitors to wait on the Under Secretary, who will give all information he reasonably can, as a large undertaking such as this should be assisted in every fair way.—J.H C., 19/6/95.

Messrs. Sly and Russell, with copy of application, 20/6/95.

No. 5.

The Under Secretary for Lands to Messrs. Sly and Russell.

Gentlemen, Department of Lands, 20 June, 1895.

With reference to your request of the 17th instant, on behalf of the Sydney Harbour Collieries (Limited), for a copy of any application made by Mr. T. S. Huntley, either in his own name or on behalf of the company, for a lease of land at Bradley's Head for wharfage purposes, I have the honor, by direction of the Secretary for Lands, to forward herewith copy of the application made.

The official minutes, reports, and other papers connected with the matter, copies of which you desire to be furnished with, are not open to public information.

Any information that can reasonably be given will be supplied by the Under Secretary should you wait upon him.

The cost of copy furnished is 2s. 6d.

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

No. 6.

No. 6.

Messrs. Sly and Russell to The Secretary for Lands.

Sir, 379B, George-street, near King-street, Sydney, 20 June, 1895.

With reference to our letter to you of 17th instant, and the reply of your office, dated 20th instant, Ms. 95-5,187, may we point out that, in our letter of 17th instant, we requested that you would be pleased to let us know whether a lease would be granted of the land referred to in the application of the Sydney Harbour Collieries (Limited) for forty years, and, if so, at what rental; and that we understood that a promise had been made by you personally with reference to such proposed lease.

We shall esteem it a favour if you will write us giving us the information asked for in our letter of 17th instant, as to whether or not a lease will be granted for the land therein referred to for forty years, and, if so, at what rental.

We have, &c.,
SLY AND RUSSELL.

Please submit at once.—W.H., 21/6/95.

In reply to their question as to whether a lease would be granted for forty years, the writers may be informed that the maximum period for which a special lease may be granted is twenty-eight years. Upon the termination of the lease the lessees are open to apply for a new lease if the land is still available.—J. W. SHERRING, Misc. Lease Branch, 22/6/95.

May be informed that twenty-eight years is the longest term allowed by the Crown Lands Acts for a special lease, and, further, that nothing is known of the alleged promise herein referred to.—R. H. DE LOW, in charge of Division, 24/6/95. F. H. WILSON, Chief Clerk, 24/6/95.

This letter is submitted. The Crown Lands Acts make no provision for a lease for a period of forty years, nor is it competent for the Department to say at what rental a lease may be granted without a report from the Local Land Board. A clerk from Messrs. Sly and Russell's office was verbally informed practically to this effect on Friday last.—W. HOUSTON, Under Secretary, 24/6/95.

An interview was had by Mr. Huntley with Mr. Carruthers. Mr. Huntley was to write. (*Vide* separate memo).—W.H., 27/6/95.

No. 7.

The Manager, Sydney Harbour Collieries (Limited), to The Under Secretary for Lands.

Sir, Sydney Harbour Collieries (Limited), 63, Pitt-street, Sydney, 27 June, 1895.

Referring to my application on behalf of this company, for a special lease for wharfs at Bradley's Head, I now have the honor to ask that it may be favourably considered under the terms of the new Land Act for a period of twenty-eight years, and sent on to the Land Board for assessment at the earliest time possible.

I may say my negotiations for a private site have apparently failed. I am, therefore, compelled to seek assistance from your Department, so necessary to the success of this very important enterprise. Your reply, as soon as possible, will be esteemed a favour.

Yours, &c.,
T. S. HUNTLEY,
Manager.

No. 8.

Office Memorandum.

27 June, 1895.

AT the interview which Mr. Huntley had with the Minister this morning, I understood the Minister to express himself as favourable to granting the company a lease for twenty-eight years, the full term permissible under the Act.

Also, that he would, in view of the nature of the enterprise, be favourable to a further term of twelve years, if legislation permitted it.

W. HOUSTON,
Under Secretary.

Approved. This, however, only extends to the length of any lease which may be granted. The application for lease, of course, will have to go through the usual procedure of law.—J.H.C., 27/6/95. Forwarded to the Under Secretary for Mines for his information. Their early return is requested.—J.W.S., 28/6/95. B.C., Lands Department. For the information of the Minister.—H.W., 2/7/95. Seen.—S. SMITH, 3/7/95. Papers returned. The Under Secretary for Lands.—R.H.D. (for Under Secretary), B.C., 3/7/95. Submitted that papers be now forwarded to the Land Board for consideration of the application for special lease.—J.W.S., 1/7/95. Send.—R.H.D. (for the Under Secretary), 10/7/95. The Chairman, Local Land Board, Sydney, B.C., 11/7/95. Referred to District Surveyor for report.—B.S.L. (*pro* Chairman), 12/7/95.

No. 9.

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

APPLICATION for special lease under 89th section at Bradley's Head, Port Jackson.

[Special Lease 94-13, No. 723.] 23 July, 1895.

THIS is an application by the Sydney Harbour Collieries Company to lease, for wharfage purposes, an area of 7 acres 1 rood 38 perches, indicated by red edging on enclosed plan, L.B. 94-2,092.

T. S. Huntley, 28/8/95. Notified to appear on 12/8/95 at Sydney.

2. The site is situated below high-water mark of Port Jackson, and fronts land applied for by the said Collieries Company as a mineral lease (*vide* Mines papers 95-12,041). The mineral lease application is now under consideration of the Department of Mines, and although on inquiry it is understood that such will, in all probability, be entertained, nothing definite can be ascertained on the matter. 3.

3. The proposed wharf will have a frontage of 1,544 feet, with an average width or depth of about 210 feet, and with the depth of water available would be capable of providing berthing accommodation for the largest ocean-going steamers.

4. It may be pointed out that it is intended to work the before-mentioned mineral lease in connection with the company's property at Kurraba Point, which is to be the centre of operations in mining for coal under the harbour; and recognising the importance of the undertaking to the trade of the port, I think this application might be entertained contingent on approval of the mineral lease, and subject to the concurrence of the Engineer-in-Chief for Public Works as to limits of the wharf.

5. As regards term of lease, attention is directed to Ministerial decision dated 27th June, 1895, on paper Miscellaneous Leases 95–5,502 herewith; and I may point out that it would appear desirable that the mineral lease and the special lease should be concurrent, and terminable at the same date.

6. With respect to rental, I may premise that the concession desired in such a position in the port should yield an adequate return to the State, at the same time having due regard to the speculative character of the enterprise; it appears probable that there can be no output of coal for three years, and, therefore, I submit that a low rental should be charged until coal is delivered for sale,—say at the rate of £100 per annum; afterwards a minimum rental of £500 per annum until a royalty of ½d. per ton delivered over the wharf shall exceed £500, when the rental shall be merged in the royalty.

7. It is estimated that the minimum output should be 500,000 tons per annum, which, at ½d. per ton, would amount to £1,042.

8. Description for *Gazette* notice herewith. Costs in this case, £4 14s. 6d.

E. TWYNAM,
District Surveyor.

A report from the Engineer-in-Chief for Public Works is desired.—B.S.L. (*pro* Chairman), 23/7/95. The Under Secretary for Lands. The Under Secretary for Public Works.—F. H. WILSON (for the Under Secretary), B.C., 23/7/95. Mr. Halligan for report.—JNO. P., 23/7/95. Specially urgent.

I have taken some soundings in front of the proposed special lease, and have plotted them on Mr. Perdriau's plan (herewith). They show from 12 to 19 feet, to mud, at low water, along the face of the proposed wharf, and several feet can probably be added to this depth by dredging. The proposed wharf will be well out of the way of all harbour traffic; and although the area is unusually large, perhaps it may be granted on the grounds that the work to be undertaken by the Harbour Collieries Company is of almost national importance.—G. H. HALLIGAN, 26/7/95.

Submitted.—H. R. CARLETON, 26/7/95. Recommended for approval.—ROB. HICKSON, Engineer-in-Chief, 27/7/95. Under Secretary for Public Works. For approval.—J. BARLING, Under Secretary for Public Works, 27/7/95. Seen.—H.C. I have no objection to the lease being granted.—J.H.Y., 27/9/95. The Under Secretary for Lands.—J.B., 29/7/95. The Chairman, Local Land Board, Sydney.—J.W.S. (for U.S.), 30/7/95.

[*Enclosure.*]

Description for *Gazette* Notice.

Applicant—Sydney Harbour Collieries Company.
Purpose—Wharf.
Area—7 acres 1 rood 38 perches.
Locality—Bradley's Head, parish of Willoughby, county of Cumberland. "Situated below high-water mark of Port Jackson, on the frontage of a proposed mineral lease applied for by applicants."

No. 10.

Office Memorandum.

APPLICATION for special lease for wharfage at Bradley's Head, Port Jackson

30 July, 1895.

THIS application will be set down for hearing by the Local Land Board, at Sydney, on the 7th proximo; the application has been recommended to be entertained, and the rental has now to be appraised.

For reasons set forth on my report on this case, the rental should be considerable when the wharf is available—say, not less than £500, and probably about £1,000. Of course, the determination thereof will be largely a matter of opinion, as there have been no similar cases, and I would advise that the evidence of a wharfinger be obtained on behalf of the Department, and for that purpose I would suggest that the attendance of Mr. Alexander Kethel be secured, as he has had large experience in such business; also, I think it is desirable to obtain the attendance of Captain Jackson, the Manager of Public Wharfs under the Treasury Department.

And, also, I would recommend that the Department be represented by counsel, as the question at issue in this case—namely, rental—is an important one, and will be regarded as a precedent.

E. TWYNAM,
Chief Surveyor.

Special. For approval.—W. HOUSTON. Approved.—J.H.C., 30/7/95. For Chief Surveyor.—H.W., 30/7/95.

Seen. Letters should now be written to Mr. Alexander Kethel, the Under Secretary for Finance and Trade, and the Crown Solicitor might be moved in the matter of securing the attendance of counsel on behalf of the Department.—E. TWYNAM, Chief Surveyor, 30/7/95.

A. Kethel, Treasury, and Crown Solicitor asked, 30/7/95. Mr. De Low.

Seen. An officer from the Crown Solicitor's Office called this morning, and stated the Crown Solicitor is desirous of having some information on the subject. It will perhaps be well if Mr. Surveyor Perdriau were to wait on the Crown Solicitor if convenient.—R.H.D. (for the Under Secretary), 31/7/95. The Chief Surveyor.

Mr. Perdriau is requested to attend at the Crown Solicitor's Office as soon as possible.—E. TWYNAM, Chief Surveyor, 31/7/95.

No. 11.

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

Sir, Department of Lands, Sydney, 30 July, 1895.

I am directed by the Secretary for Lands to request that you will be so good as to instruct Captain Jackson to attend at the meeting of the Metropolitan Local Land Board, to be held at this office on the 7th proximo, for the purpose of giving evidence in connection with the appraisement of rental of a special lease for wharfage at Bradley's Head, Port Jackson, applied for by the Sydney Harbour Collieries Company.

I have, &c.,
WM. HOUSTON,
Under Secretary
(*Per* F. H. Wilson).

No. 12.

The Under Secretary for Lands to The Crown Solicitor.

Sydney Harbour Collieries Co.—Application for special lease for wharfage at Bradley's Head, Port Jackson; appraisement of rental

Sir, Department of Lands, Sydney, 30 July, 1895.

I am directed by the Secretary for Lands to request that you will be so good as to instruct counsel to represent the Crown in the case noted in the margin, which has been set down for hearing before the Metropolitan Local Land Board at this office on the 7th proximo.

I have, &c.,
WM. HOUSTON,
Under Secretary
(*Per* F. H. Wilson).

No. 13.

The Under Secretary for Lands to Alexander Kethel, Esq.

Sir, Department of Lands, Sydney, 30 July, 1895.

I have the honor, by direction of the Secretary for Lands, to request that you will be so good as to attend at the meeting of the Metropolitan Local Land Board, to be held at this office on the 7th proximo, for the purpose of giving evidence in connection with the appraisement of rental of a special lease for wharfage at Bradley's Head, Port Jackson, applied for by the Sydney Harbour Collieries Company.

I have, &c.,
W. HOUSTON,
Under Secretary
(*Per* F.H.W.)

No. 14.

Office Memorandum.

Soundings required at Bradley's Head in addition to those already taken.

31 July, 1895.

At the request of this Department, the soundings shown upon the enclosed heliograph were recently taken by the Department of Public Works, at Bradley's Head, Port Jackson, upon the 7 acres 1 rood 38 perches applied for to lease by the Sydney Harbour Collieries (Limited).

2. The soundings do not extend over the northern part of the area.

3. It is important that the depth of water at this port should be indicated upon the plan before the application is heard by the Local Land Board on the 7th proximo, and for that purpose I would suggest that the enclosed helio. plan be forwarded to the Department of Public Works without delay, with the request that soundings be taken approximately on dotted red lines.

STEPHEN E. PERDRIAU,
Government Surveyor.

The Metropolitan District Surveyor.

It is desirable that this paper be forwarded as quickly as possible to the Department of Public Works, with a request that the Engineer for Harbours and Rivers will cause the soundings at Bradley's Head to be completed in position of the red broken lines on sketch with all possible despatch, as it is important to have the particulars at the hearing of this case.—E. Twynam, Chief Surveyor, 31/7/95. The Under Secretary.

The Under Secretary for Works.—F. H. Wilson, Chief Clerk, B.C., 31/7/95. Mr. Hickson.—Jno. P. (for Under Secretary), 31/7/95. Will Mr. Halligan have this done at once? The information is required by the 7th instant.—W. E. Kemp (for Principal Assistant Engineer, Harbours and Rivers), 2/8/95. Soundings on the lines indicated herewith.—G. H. Halligan, 5/8/95. Forward to Lands immediately.—H.C., 5/8/95. Approved.—J.B., 6/8/95. The Under Secretary for Lands.—J.B., 6/8/95.

No. 15.

Decision of Local Land Board.

[Crown Lands Act of 1884—Part II, section 14, sub-section 4.]

New South Wales, }
Metropolitan, to wit. }

Special lease 94-13, 8½ acres, 20/12/94, at Bradley's Head parish of Willoughby, section 89.

Whereas, on the 6th day of August, 1895, it became a matter for investigation and appraisement by us of an area sought to be specially leased under the application and section noted in the margin made by the Sydney Harbour Collieries (Limited), and having taken evidence and inquired into the said matter, we recommend that a lease be granted for the purpose of a wharf, of an area of 7 acres 1 rood 38 perches, as shown on diagram 94-2,092, Local Land Board, under conditions as to removal of structures compensation, and determination of lease usually applied to leases in Darling Harbour, and providing for the cancellation of lease upon failure to hold a mineral lease of adjoining area. The

The term of lease to be twenty-eight years.

We appraise the annual rental for the first two years at £100, and the rental of the remainder of the term at £400 a year, together with a charge of ½d. a ton, to be paid yearly during the whole term, for all material shipped from the wharf during the year.

Given under our hands, at Lands Department Buildings, at Sydney, in the Colony of New South Wales, this 12th day of August, 1895,—

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

Applicants notified, 13/8/95, also manager, Mr. Huntley, 15/8/95.

[*Enclosures.*]

John Jackson, Manager of Public Wharfs, declares:—I know area water frontage 1,544 feet; it offers excellent facilities for shipping; at 240 feet there is from 27 to 30 feet depth of water; I don't think deeper water would be required; if a wharf is put on this land it would be easy of access; ships would not be placed to as much inconvenience there as those going up Darling Harbour; there is room for vessels to lie off there; I have the knowledge of the value of wharfs; if a wharf were there and in full use, it would be worth £2,500 per year; I consider it would cost from £12,000 to £14,000 to erect a wharf.

Cross-examined: If the tenant had the site and spent £14,000 on it, I would expect the tenant to pay £2,500 rent; this is a guess.

Re-examined: I think I have had as much experience in wharfs as any man in Sydney; the mean distance out from shore where I could get 27 feet depth of water is from 240 to 250 feet from high-water mark; the site is easier of access in all weather than Darling Harbour; vessels have sometimes broken away from their anchorage.

Declared at Sydney, this 7th day of August, 1895,— JOHN JACKSON.

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

This deponent, *Captain Jackson* (recalled), already sworn:—The ordinary charge for shipping coal in Sydney wharfs is 3d. per ton; that is the law; if company built the wharf themselves, I should say 1d. per ton on the out-put.

Mr. Russell: There is a large amount of coal shipped from Government wharfs at Pyrmont; the amount has been reduced from 3d. per ton to 1½d. by order of the Treasury; it is the only Government wharf in Sydney where coal is shipped; in estimating the amount charged against the company ought to be 1d.; I was taking it that the total charges should be 3d.; no doubt the haulage at Pyrmont is a factor for consideration; at Pyrmont the Government get something out of it another way; if it is reduced to 1½d., then 1½d. should be charged to the company; if 3d. were charged, then the railway would probably have to lessen the charge for haulage: I don't think Mr. Perdriau is right in taking ½d. per ton; I think it ought to be 1d.; my reason is, first, that a company has the monopoly of 1,544 feet; I think 1d. is a fair charge when mine is in full swing; for the purpose of shipping coal it is better than Circular Quay; on an output of 600,000 tons the wharfage on that would be £7,500, the tonnage dues on vessels loading it £1,000, cranage at very lowest £500.

Mr. Canaway: The coal shipped at Pyrmont is railway borne; the reduction from 3d. to 1½d. per ton was a concession to attract custom; the cost of Government works at wharf, pier, and cranes cost about £20,000; I am of opinion that if the 600,000 tons of coal were put out, coal would cease to be put out from Pyrmont.

Mr. Russell: If I had 10 tons of goods it would be 3d. per ton; on 600,000 tons it would pay the Government to make some concession; I think at the rate of 1½d. instead of 3d. would pay them considering the quantity; Mr. Perdriau's estimate of ½d. instead of 1d. would be a fair thing; it would not take more than 60 feet to ship 600,000 tons; I think, as a matter of fairness, there should be some reduction considering the quantity; the Government gets from the P. and O. Company altogether, £2,000 for rent, £4,000 for tonnage; wharf charges are paid by consignees; the Government built the wharfs and sheds; the frontage is 550 feet; I think the wharf and shed cost about £20,000.

At Sydney, this 7th day of August, 1895,— JOHN JACKSON.

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

This deponent, *Stephen Edward Perdriau*, of Sydney, staff surveyor, representing the District Surveyor, being duly sworn, maketh oath and saith as follows:—I know the area covered by this application for special lease; the access from harbour is almost perfect; ample space for bringing in a large vessel about a quarter of a mile from their usual anchorage; it is out of the fairway and general traffic of the harbour; my opinion is that it is worth £200 per annum for first two or three years, £500 per annum for following three years, after that a minimum of £1,000, or half-penny per ton on the total output, not to be less than £1,000; I know the applicants (the Sydney Collieries Company's manager), Mr. Huntley; I had a conversation about this special lease with Mr. Huntley; he came to me several times and told me that this company hope within three years from commencement of operations to put out 600,000 tons, and intended to provide machinery for an output of 1,000,000 tons per annum; according to "Statistical Register" total output of coal in 1891 was 4,037,000; 1892, 3,780,000; 1893, 3,278,000; I know Newcastle; I have been there several times; coal is exported there; it is the chief coal exporting port; there are Government works for enabling coal to be exported—wharfs, railways, jetties, and cranes; I naturally suppose the Government derive a revenue from these; the nearest large lease on that shore of the harbour is the Pastoral Association's, Kirribilli, for 3 roods 10 perches; rent paid is £120 a year; average for fifteen years, fixed by consent; it was referred to the Land Appeal Court; the Port Jackson's Company's lease is nearer; for Port Jackson Company's lease at Kurraba Point, 23 perches, the annual rent is £35, reduced to £25 for five years; 291 ft. 6 in. is the frontage, 20 feet wide; depth of water, 7 feet to 13 feet; the frontage to the Pastoralists' Association's lease is 130 feet; the head of the jetty is 180 feet; the Pastoralists' Association's lease is not better than the Bradley's Head for the purpose of their special business; for general merchandise nothing more than a nominal rental could be obtained for this site; I don't know how much of the coal output of the Colony pays royalty to the Crown; Mr. Huntley told me the wharfs would cost £20,000: I arrived at my estimate for first two or three years, considering it would take them that time to get in working order; I arrived at the £200 for the first three years by comparison with what is paid at Kirribilli Point; £500 for next three years I arrived at by the rate of wharfage rate, being 3d. per ton for privilege of shipping it over Government wharf.

Mr. Russell: I think that £2,000 a year would be a fair allowance for interest and sinking fund—that is, for that class of work, which is more or less perishable.

Mr. Canaway: The Port Jackson's lease at Kurraba Point is a long narrow strip; it is only fitted for carrying on their small business.

Chairman: The land adjoining is Crown lands; I know of no objection to granting this lease as shown in my sketch.

Mr. Russell: I was informed by Mr. Huntley that the applicants have right to mine for coal under the harbour.

Witness recalled: From 1st January, 1892, to 31st December, 1906—fifteen years—is lease by the Pastoralists' Association; £100 a year for first nine years, and £150 a year for remaining six years.

Sworn by deponent, at Sydney, this 7th day of August, 1895,— STEPHEN E. PERDRIAU.

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

This

This deponent, *Alexander Kethel*, of Sydney, wharfinger and timber merchant, being duly sworn, maketh oath and saith as follows:—I have leased several wharfs in the port; I personally examined the site under consideration; as a site for shipping mineral, it is one of the best in Port Jackson; it adjoins a favourite anchorage for large shipping, and is out of navigation; there is room for ships to lie off there; there is good holding-ground near it, and room for ships to lie there; if a wharf were there, steamers could steam right up alongside the wharf; there is no place easier of access.

Mr. Russell: We don't dispute when the wharf is built, it will be easy of access from the water.

Mr. Kethel: It would take three years to get it into use for shipping minerals at £200 a year, for next five years, £750 per annum, the following five years, £1,000, from that time up to twenty-eight years at £1,000 minimum at 1d. per ton, with a minimum of £1,000; under present circumstances the wharf would be of no use for shipping general merchandise, and if it could be so used I think £1,000 a year sufficient rent for it; for the purpose of shipping, jetties are preferable to long side wharf.

Mr. Russell: That wharf would be worth only a nominal sum for merchandise, as at present only a nominal sum could be obtained for it; it is on a point, a very little land behind it, is rough and precipitous; to have wharfs and sheds, you would have to reclaim to a certain extent; my estimate is on the assumption of the land being used for the output of coal; the land is not likely to be used for anything but shipping coal; I assume, in making my estimate, the wharf would be needed by the tenant; I have seen the general plan, and do not consider that such wharfs could be built for £1,500; if wharf were erected, I should say after an expenditure of £20,000, and 500,000 or 600,000 tons of coal were shipped, the rent should be between £2,000 and £3,000 per year; to provide a sinking fund and interest for twenty-eight years' lease, it would take £1,500 per year; I made my calculation on the basis that coal would be only shipped there, and if it were not used for coal, only a nominal rent could be got; unless somebody had already the right to obtain and ship coal there, only a nominal rent could be obtained; assuming the Crown had given up the right to adjoining land, and the right to get coal from it, it still could be used from Athol Gardens; I don't know what quantity of coal could be obtained from Athol Gardens; it is possible that some opposition company might have Athol Gardens, and might wish to get this; it is possible but not likely; if the company has the right to mine all round, north, south, east, and west, the wharf would be of no use to anybody else; a special value to those owning the adjoining land.

Chairman: I hold a lease from Municipal Council of Sydney of a site at foot of Market-street—that is for wharf purposes; there were some small jetties; my rent is £1,000 per annum, twenty-one years' lease, to rebuild jetties and sheds at my own cost, and also erect stores at a cost of the value of not less than £6,000; that has 240 feet frontage to water, and about 222 feet to Wharf-street; that was leased eighteen years ago; I have expended £10,000; it would be about 70 or 80 feet from high-water mark to wharf-street.

Re-examined by Mr. Canaway: The shipping charge is 3d. per ton outward, and there is no regular inward charge; 6d. per ton for wharfage; [*plan shown deponent*]; there is unlimited capacity for trade there; you could ship 1,000,000 tons per year; you could not tell from looking at plan how much.

Sworn by deponent, at Sydney, this 7th day of August, 1895,— A. KETHEL.

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

This deponent, *Henry Gorman*, of Messrs. Hardie and Gorman, auctioneer and estate agent, being duly sworn, maketh oath and saith as follows:—I have had many years' experience in valuing properties and going concerns; I know site at Bradley's Head; if the company are holders of adjoining land, I estimate a fair rental for the land at £144 per year; arrived at that the value of land at present moment without water frontage I estimate to be £150, and value of land with water-frontage right to put up jetties is £600 per acre; I think a rental of 4 per cent. on increased value; I take adjoining block at 8 acres in mean, without right to use water by putting up jetties; the land adjoining would fetch in open markets not more than £150 an acre; if private individual obtained the right to put jetties there he could not obtain more than £600 per acre, and, taking it roughly at 8 acres, it would be worth £4,800 and increase in value would be £3,600; that at 4 per cent. would be £144; tenant would have to fulfil conditions stipulated by the Crown; I have had great experience in reclamation valuations and for wharf purposes, and, as a result, what I have put is a fair and proper price; what the Crown has asked, £750 to £1,000, is monstrous; you can get land with deep water frontage reclaimed, or with right to put jetties, could be obtained now at much less; according to Captain Jackson's calculation, the capital value of 8 acres of land at Bradley's Head with right to put up jetties would be £40,000 to £50,000; it would be at the rate of £5,000 to £6,000 per acre; I say £600 per acre is sufficient; I have offered the company a portion of Berry's Estate and other land in Neutral Bay at much less than half the price that the Crown is asking; for general wharf purposes the sites would be much better.

Cross-examined by Mr. Canaway: I refer to 6 acres in Berry's Bay water frontage; the owner had no right to put up jetties; it was not included; the price for freehold with deep water frontage was £2,500 per acre down to the water; in Neutral Bay the land had no right to put up jetties, only down to high-water mark; that was offered at £15 per foot; I don't know what is being paid by the Pastoral Finance Company at Kirribilli Point; there was another site at Ball's Head offered at £1,500; that was also only down to high-water mark; there is deep water there alongside the rock, so that a vessel could be brought alongside if necessary without jetties.

Mr. Russell: I have not been able to obtain these prices; there have been no sales at such good figures; they are vendors' prices, with no immediate chance of getting them; they would be better sites for general wharf purposes than Bradley's Head.

Mr. Canaway: The cliff round from Ball's Head is 60 feet high in Kerosene Bay, about a quarter of a mile from Ball's Head; owner, Berry's Estate.

Chairman: I do not know what ground-rent is paid in Cooper's Estate.

Sworn by deponent, at Sydney, this 7th day of August, 1895,— H. GORMAN.

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

This deponent, *John Yelverton Mills*, being duly sworn, maketh oath, and saith as follows:—Of many years experience I had to do with all Government assessing for a long period, amongst them wharfs and jetty sites up till the passing of the Act, which refers it to the Board; I know the land now applied for to lease at Bradley's Head, 1,500 feet, and 8 acres behind it; I estimate the rental of the site applied for, £125, on the basis of the applicants being freehold on land adjoining; assuming the applicants being lessees from the Crown of the land adjoining for a special purpose the rent ought to be nominal—certainly not more than it would be to a freeholder; I reckon that the water rights are one-sixth of the freehold adjoining; I mean the water and jetty rights for shipping purposes; I treated the freehold of the land adjoining at £15,000; one-sixth of that would be £2,500; 5 per cent. on that would be £125 per annum; and that I consider a fair way of arriving at an estimate; this method I adopted until the passing of the Act for Government valuations; if the tenant required deep water he had to extend his jetty, and my system assumes that the jetty extends to deep water; the place at Bradley's Head would not be used as a wharf by anyone than the company; there are places in the harbour where a very little jetty would be required to reach deep water, and some where no jetty would be required—such as Ball's Head.

Mr. Canaway: I was a member of the syndicate which owned Cremorne; I have no interest in this company, nor ever did have, or do I intend to have.

Sworn by deponent, at Sydney, this 7th August, 1895,— J. Y. MILLS.

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

This

This deponent, *Thomas Selwood Huntley*, of Sydney, manager of Sydney Harbour Collieries, being duly sworn, maketh oath, and saith as follows:—My company are the holders of mining authorities to mine under the whole of the harbour, similar to that one put in; I estimate cost of works necessary to be placed in this special lease, to render it fit for shipping coal, at £20,000; that is quite apart from colliery works, which will cost about £180,000; the royalty is the same as all other authorities and leases; we propose to go out to a depth of 28 feet at low tide; that is necessary for the large vessels that come to the harbour—about 260 feet out from high-water mark; that distance is rendered necessary by the shallow shelving of the land; if water was as deep as it is in many parts of the harbour a few feet would be necessary; if water was deep right up alongside I should not want a jetty at all; if I had to go out 10 feet I should get as much coal as if I went 32 feet; under mineral lease I pay 5s. per acre per annum for 6 acres 1 rood 33 perches; that is by virtue of Act of Parliament; that mineral lease was given so as to give us room for works to get at the coal, for which we were to pay the Crown a royalty of 6d. per ton at this nominal rent, and we now apply for this jetty site to get the coal away; I have had a long business experience in Sydney; I have been a valuer of properties; I have heard the various estimates given; if a wharf were erected there now, such as on plan, absolutely no rent could be obtained for it; the only value is for our special purpose; we have had offers of places, but none with jetty rights, but some with deep water alongside; one offer was from John Hay, Berry's Estate, with double water frontage to Ball's Head and Berry's Bay, £1,500 per acre, to include minerals, the option of 10 or 43 acres; if we took 43 acres, then at £43,000 for the block for ninety-nine years at 3 per cent., with a purchasing clause any time during the ninety-nine years; this offer was in writing—I think three-quarters of a mile water frontage, most of it deep water, as deep as 10 fathoms in some places right alongside, varying in depth; I am not prepared to say we should not require any jetty; we want 60 feet of elevation for loading; there was a place selected for a colliery; it was just the 60 feet above high-water mark there; in this case the cliffs were an advantage, there was a nice table-top for works, &c.; roundly speaking, under the 43 acres, according to surveys there would be, we expect, 10,000 tons per acre—taking the seam as found in the bore-hole at 10 ft. 3 in.; in this case we have already got the right to mine under the site applied for; at Ball's Head, if any area was necessary for jetties, it would have been comparatively small—trifling compared with the present case, Ball's Head; the site is quite close to Bay Road station, on the northern line, so that we could get the coal on to the railways of the Colony by half a mile of extension of line, without any serious grade; judging by the cost of the Milson's Point line, it would cost quarter of a million to reach the railway from Bradley's Head; another site was offered us at Neutral Bay, at Kurruba Point, part of the Cooper Estate, about 5 acres, for £7,000, subject to an annual rent of £15 a year for sixty-three years unexpired term; upon that site there are two very fine houses; it yields a revenue of £360 per year; the owners of the freehold are applicants for reclamation rights, with a view to a new lease being granted for ninety-nine years, to cover mineral, thereunder and Thrupp's Grant; some royalty, a minimum dead rent after the five years of £1,000, which is part of and merges in the royalty of 6d. per ton; when they have obtained reclamation rights they would lease to us; the cost of reclamation would be about £10,000, which the company would have to bear; that would take them out to deep water without the necessity of any jetty rights; the right to reclaim is applied for, but application has not yet come on; under the Act I estimate that there would be no sum payable to the Crown, as the cost of reclamation will far exceed the betterment to the property; the Kurruba site is suitable, and the company have purchased the leasehold sixty-three years' lease; at Ball's Head, if we become owners in fee simple, I imagine there would be but a small sum paid to the Crown; the area being small, consequently the assessment would be small; there was an offer at Mosman's Bay, or Little Sirius Cove, about 400 feet of frontage, which was considered too small, and abandoned, price asked was £3,000 for the freehold, area unknown; deep water at not more than 60 or 70 feet; cost of reclamation would swallow up more than the betterment to the land.

Mr. Canaway: Plan before me shows accommodation for 600,000 tons of coal; I think I am likely to know about colliery matters better than Captain Jackson, having had experience; authority to mine cannot be annulled if conditions complied with; the special lease, mineral lease No. 1, and authority to mine under the harbour, are all one scheme, and I presented it to the Government as one scheme.

Mr. Russell: I think £40 a year a fair rental to pay to the Government for 7¼ acres, because I think they have a claim on the Government to assist them to get out the coal; I think Mr. Gorman made a very fair estimate indeed.

Mr. Canaway: I have not sixpence interest in the matter.

Sworn by deponent, at Sydney, this 7th day of August, 1895,— T. S. HUNTLEY.

T. Warre Harriott, Chairman.
Fred. A. Franklin, Henry Eagar, } Members.

This deponent, *Stephen Edward Perdriau* (recalled), of Sydney, staff surveyor, representing the District Surveyor, on former oath, being duly sworn, maketh oath, and saith as follows:—Application to reclaim at Kurruba Point has not been approved; the only objection raised is a question of survey; the matter has not yet got behind that stage.

Sworn by deponent, at Sydney, this 8th day of August, 1895,— STEPHEN E. PERDRIAU.

T. Warre Harriott, Chairman.
Fred. A. Franklin, Henry Eagar, } Members.

Gazette Notice.

Department of Mines and Agriculture, Sydney, 2 August, 1895.

Notice to Applicants for Mineral Leases.

Notice is hereby given that the undermentioned application for a mineral lease of Crown lands has been approved by His Excellency the Lieutenant-Governor and the Executive Council.

SYDNEY SMITH.

Southern Mining District.

Application No.	Name.	Portion No.	Locality.	Area.	Years.	Date of Application.
Sydney, 16.....	T. S. Huntley ...	M.L. 1.....	County Cumberland, parish Willoughby.	a. r. p. 6 1 33	20	30 April, 1894.

Exhibited before meeting of Local Land Board, at Sydney, on 7th August, 1895.—T. W. H., Chairman.

Gazette Notice.

Lease granted for Special Purpose.

Department of Lands, Sydney, 30 August, 1892.

It is hereby notified for general information that the undermentioned persons have been permitted to lease the lands specified in the annexed Schedule, under the 89th section of the Crown Lands Act of 1884.

The rent for each year must be paid, in advance, on or before the 31st December of the year preceding, otherwise penalties for late payment will be incurred, and the lease will be liable to forfeiture. The lease does not confer any right to purchase the land; the land to be used only for purpose for which the lease is granted.

HENRY COPELAND.

No. of Lease.	Registered No. of Papers.	Land Board No. of application.	Name of and Address of Lessee.	Situation of Land.	Area.	Object of Lease.	Term of Lease.		Annual Rent.
							From	To	
789 (a)	Ms. Ls. 92-6201	S.L. 92-5 Metropolitan	Geddes J. H. & Co. (the Pastoral Finance Association, Limited) Sydney.	Kirribilli Point, parish of Willoughby, county of Cumberland.	a. r. p. 0 1 26¼ *	Jetty on piles.	1892. 1 Jan.	1906. 31 Dec.	£100 per annum for first nine years, and £150 per annum for remaining six years of the term.

(a) The lessee company is to remove the structure at its own cost, and without compensation, within six months of the determination of the lease, should the lessee company be required, in writing, by the Government, to do so. A good and substantial structure is to be erected within six months from this date upon the lands leased, to the satisfaction of the Harbours and Rivers Department, and such structure is to be kept in good and efficient condition, and in a thorough state of repair throughout the currency of the lease. The right is reserved to terminate the lease at any time during its currency, should the land be required for public wharfs, railway, or other public purposes, by giving not less than six months' notice, in writing, to that effect. Should the land be required by the Government for any public purpose during the currency of the lease any erection upon it may be retained, without compensation, beyond the cost price, less a sum for deterioration.

*This is in lieu of notification of the lease which appeared in *Government Gazette* of 23rd instant, the area having been stated incorrectly.

Exhibited before meeting of Local Land Board.—T.W.H., 8/8/95.

No. 16.

Messrs. Sly and Russell to The Under Secretary for Lands.

Sir, 379B, George-street, near King-street, Sydney, 13 August, 1895.

With reference to the application for special lease 94-13, 8½ acres, made 20th December, 1894, at Bradley's Head, parish of Willoughby, section 89, and the decision of the Land Board communicated to our Mr. Russell by letter dated this day recommending that a lease be granted for the purpose of a wharf with area of 7 acres 1 rood 38 perches, as shown on diagram 94-2,042 L.L.B., under conditions as to removal of structures, compensation, and determination of lease usually applied to leases in Darling Harbour, and providing for the cancellation of lease on failure to hold a mineral lease of adjoining area, the term of lease to be twenty-eight years, and with rental as in the said letter mentioned, we have the honor to point out that it is desired that the lessees should have power to reclaim the said 7 acres 1 rood 38 perches, for which they will have available material obtained from the land included in the mining lease which is about to issue for the land immediately adjoining.

We have the honor to request, under the circumstances, that a provision may be inserted in the special lease proposed to be issued, empowering the lessees or their assigns to reclaim the said 7 acres 1 rood 38 perches. Should the request now made by us be adopted, we assume the proposed conditions as to removal of structure inserted in the Darling Harbour leases will be omitted.

We have, &c.,

SLY AND RUSSELL.

No. 17.

T. S. Huntley, Esq., to The Secretary for Lands.

Sir, Sydney Harbour Collieries (Limited), 63, Pitt-street, Sydney, 13 August, 1895.

Re Sydney Harbour Collieries second special lease, I have the honor to say the recommendations of the Land Board in this matter are considered by my directors to be prohibitive, and far more onerous than conditions imposed by private owners (*see* my evidence).

If the ½d. per ton was not demanded, no objection would be made by us to the fixed rental named.

May I, therefore, ask your favourable consideration of the case, with a view to, if possible, cutting out the tonnage rate suggested.

I have, &c.,

T. S. HUNTLEY,

Manager.

No. 18.

T. S. Huntley, Esq., to The Under Secretary for Lands.

Sir, Sydney Harbour Collieries (Limited), 63, Pitt-street, Sydney, 14 August, 1895.

Re Sydney Harbour Collieries (Limited) special lease, I have the honor to ask that the necessary advertisement in the *Gazette* respecting this case may be authorised forthwith, in order that time may be saved, although there may be an appeal against the assessment by the Land Board.

I have, &c.,

T. S. HUNTLEY,

Manager

(*Per* P.W.B.)

No. 19.

No. 19.
Office Memorandum.

Department of Lands, 15 August, 1895.

APPLICATION for special lease by the "Sydney Harbour Collieries Company (Limited)," for wharfage purposes, at Bradley's Head, Port Jackson.

THE Board sat on the 12th instant, and recommended the lease to be granted. The manager of the company personally, and by enclosed letter, asks that the necessary gazettal notices "calling for objections" may be published at once. It is usual to await twenty-eight days after the sitting of the Board for appeals to be lodged. If no appeals are lodged, the case is then referred to the Minister for approval or rejection, and then follows action necessary, gazettal for objections if not called for by the Board, calling for rent, &c. Submitted whether the usual course of waiting the twenty-eight days be departed from, and case gazetted as desired, in anticipation of Ministerial approval.

The manager of the company also objects to the royalty of ½d. per ton upon the output. This phase of the question will be submitted afresh.

Ms. Ls. Branch, 15/8/95. J. W. SHERRING.

Submitted.—F. H. WILSON, Chief Clerk, 15/8/95. The usual course cannot be departed from.—J.H.C., 16/8/95. T. S. Huntley informed, 19/8/95.

Referring to the objection made on behalf of the Sydney Harbour Collieries Company to the royalty of ½d. per ton embodied in the Board's recommendation, also to the further request to have a condition inserted in the lease empowering the lessees or their assigns to reclaim the area under lease, submitted that Mr. Huntley be informed that the company is at liberty to appeal against the Board's decision at any time within twenty-eight days from the date of the Board's report, and that no action can be taken until that period has expired.—J. W. SHERRING, Ms. Ls. Branch, 21/8/95.

For approval.—F. H. WILSON, Chief Clerk, 21/8/95. W.H. Approved.—J.H.C., 21/8/95. Sly and Russell and T. S. Huntley informed, 22/8/95.

No. 20.
The Under Secretary for Lands to T. S. Huntley, Esq.

Sir, Department of Lands, Sydney, 19 August, 1895.

Referring to your letter of the 14th instant, respecting your application No. 94–13, Sydney, for a special lease at Bradley's Head, and asking that the necessary advertisement in the *Gazette* may be authorised forthwith, I am directed by the Secretary for Lands to inform you that the usual course cannot be departed from.

I have, &c.,
WM. HOUSTON,
Under Secretary
(*Per* F.H.W.)

No. 21.
The Under Secretary for Lands to Messrs. Sly and Russell.

Gentlemen, Department of Lands, Sydney, 22 August, 1895.

Referring to your letter of the 13th instant, asking that a condition might be inserted in the lease empowering the company to reclaim the area proposed to be leased, I am directed by the Secretary for Lands to inform you that the decision of the Land Board may be appealed against at any time within twenty-eight days from the date of the Board's report, and that no action can be taken until that period has expired.

Special lease 94–13, Sydney. Sydney Harbour Collieries (Limited).

I have, &c.,
WM. HOUSTON,
Under Secretary
(*Per* F.H.W.)

No. 22.
The Under Secretary for Lands to T. S. Huntley, Esq.

Sir, Department of Lands, Sydney, 22 August, 1895.

Referring to your letter of the 13th August, asking that the tonnage charge recommended by the Land Board might not be insisted on, I am directed by the Secretary for Lands to inform you that your company is at liberty to appeal against the Board's decision at any time within twenty-eight days from the Board's report, and that no action can be taken until that period has expired.

Special lease 94–13, Sydney. Sydney Harbour Collieries (Limited).

I have, &c.,
WM. HOUSTON,
Under Secretary
(*Per* F.H.W.)

No. 23.
The Cumberland Ranger to The Under Secretary for Lands.

Sir, Petersham, 28 August, 1895.

Referring to your letter, Miscellaneous Individual, 95-2,850, of the 4th ultimo, requesting me to report particulars of any occupancies of any part of the 100 feet reservation above high-water mark fronting James Robertson's grant of 86 acres at Cremorne, parish of Willoughby, county of Cumberland, I have the honor to report having visited the locality to-day and made a personal inspection of the land above referred to, and found the persons named in the margin in the unauthorised occupation of the said land by residing thereon. I might add that all the persons herein mentioned are residing in small tents, with the exception of C. Croft, who occupies a small two-roomed place covered with iron, and iron sides, worth about £2.

Charles Rolf occupies small tent, 10 x 8; no employment.
Alfred Boulton, occupies small tent, 10 x 8; chain repairer.
Henry Tyrell, tent, 9 x 8; chain repairer.
Thomas Donaldson, tent, 6 x 8, ship's steward; no employment
George Wilson, cook, tent, 9 x 7.
Carrington Croft, iron building, two rooms, 18 ft. x 11 ft., worth about £2.

I warned the trespassers against cutting the green timber growing upon the 100 feet reservation.

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

No. 24.

Notice of Appeal to the Land Appeal Court from the decision of the Local Land Board at Sydney.

New South Wales, }
to wit. }

WHEREAS, on the 12th day of August, 1895, a certain matter, wherein we, the Sydney Harbour Collieries Company (Limited), were applicants for a special lease, 94-13, 8¾ acres, made 20th December, 1894, at Bradley's Head, parish of Willoughby, section 89, came before the Local Land Board at Sydney, New South Wales, for decision, recommendation, and appraisement. And whereas the said Board decided, recommended, and appraised in the words following, that is to say: We recommend that a lease be granted for the purpose of a wharf of an area (7 acres 1 rood 38 perches) as shown on diagram 94-2,042, L.L.B., under conditions as to removal of structures, compensation, and determination of lease usually applied to leases in Darling Harbour, and providing for the cancellation of lease upon failure to hold a mineral lease of adjoining area. The term of lease to be twenty-eight years. Board appraise the annual rental for the first two years at £100, and the rental of the remainder of the term at £400 a year, together with a charge of one half-penny a ton, to be paid yearly, during the whole term for all material shipped from the wharf during the year.

And whereas we are aggrieved by such decision, and desire to appeal therefrom to the Land Appeal Court, these are therefore to give you notice that we appeal as aforesaid, and that we deposit the sum of £5 as security for the costs of such appeal. The grounds of such appeal are set out on the back hereof. We desire that this appeal shall be heard in Sydney.

Signed this 6th day of September, 1895.

THE SYDNEY HARBOUR COLLIERIES COMPANY (LIMITED)
(By their Solicitors—SLY AND RUSSELL, 379B, George-street, Sydney).

The Chairman of the Local Land Board, at Sydney.

Received the sum of £5 referred to above.

Dated this 6th day of September, 1895.

B. S. LEVICK,
Senior Clerk.

Grounds of Appeal.

1. That the jurisdiction of the said Board is limited to an appraisement of the rent to be payable by the lessees, and the recommendation of the said Board as to the conditions on which the said lease should be granted was and is *ultra vires*.

2. That the recommendation of the said Board with respect to a proposed charge of ½d. per ton, to be paid yearly during the whole term for all material shipped from the wharf, is *ultra vires*, being in the nature of a recommendation for the imposition of tonnage or wharfage dues as distinguished from an appraisement of a definite annual sum for rent which alone the said Board had power to appraise.

3. That tonnage or wharfage dues are not rent within the meaning of the Crown Lands Acts.

4. That on the evidence before the said Board the amount of rent recommended by them was excessive.

5. That, having reference to the evidence before the said Board, and the object for which the said lease is applied for, and also having reference to the fact that the said company hold a mineral lease of 6½ acres of adjoining land, and also hold authorities to mine under the said land applied for and the waters of the harbour adjoining, the lease to be granted should contain a provision enabling the lessees to fill up and resume the area of the land applied to be leased.

6. That if the said recommendation be not *ultra vires*, and if the said Local Land Board has jurisdiction as aforesaid, then that upon the evidence before the said Local Land Board they should not have recommended that such a lease should contain conditions as to removal of structures, compensation, and determination of lease usually applied to leases in Darling Harbour, and providing for the cancellation of lease upon failure to hold a mineral lease of adjoining area.

No. 25.

J. L. C. Rae, Esq., to The Secretary for Lands.

Sir, Sydney Harbour Collieries (Limited), Box 1,376, Sydney, 6 September, 1895.

I have the honor to inform you that I have been appointed manager of the Sydney Harbour Collieries (Limited), English Company, and to request that you will do me the honor to grant me a personal interview with you at your earliest convenience on matters of great importance.

I have, &c.,
J. L. C. RAE.

This matter is not yet ripe for Ministerial decision until after the Land Court has decided the appeal, but it may be noted that as a large question of public policy is involved, the papers must be brought before the Cabinet for directions on the matter of policy prior to any final decision by me. Mr. Rae may be informed, however, that matters of great importance can better be dealt with by correspondence, which remains on record, than by an interview alone, and I would prefer to have a written statement first.—J.H.C., 10/9/95.

[Three plans.]

Sydney: Charles Potter, Government Printer—1895.

[2s. 6d.]

Misc. Lease Branch
95. 6521
Enclosure

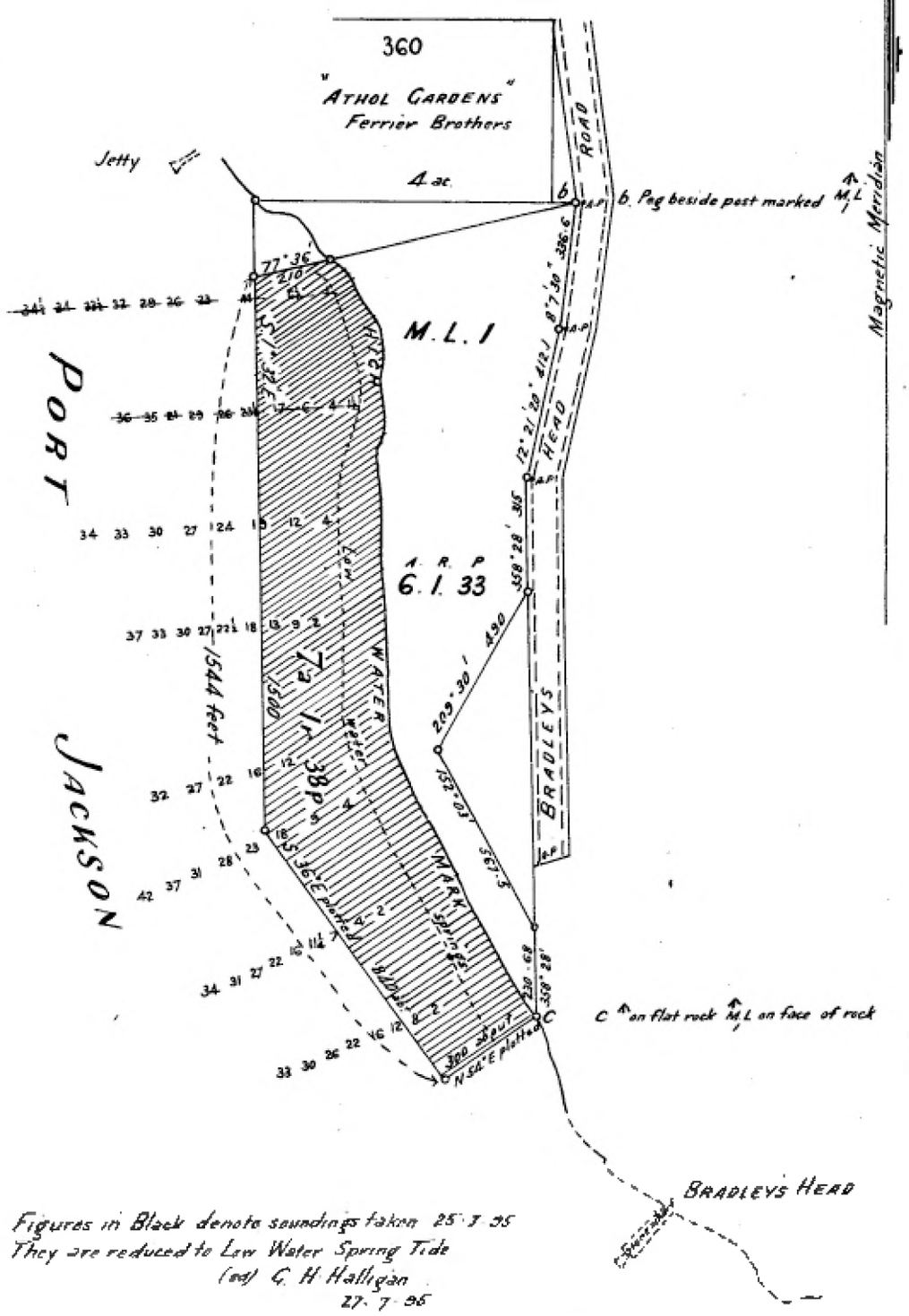
Enclosure to No. 14

Case No. 3

— SKETCH —

showing 7a 1r 38p below High Water Mark at Bradley's Head, Port Jackson applied for by the Sydney Harbour Collieries Limited

NOTE – Red tint on original is shewn on this map thus ////////////



NOTE – Figures in Black denote soundings taken 25·7·95
They are reduced to Low Water Spring Tide
(sd) G. H. Halligan
27·7·95

Sig.d S. E. Perdriau

Scale
0 ½ 1 2 4 8 12 Chains

Sig 134

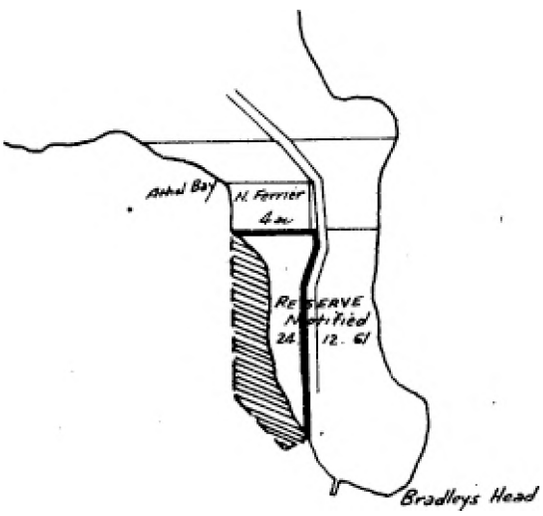
PHOTO-LITHOGRAPHED AT THE GOVT. PRINTING OFFICE, SYDNEY, NEW SOUTH WALES.

Enclosure to No. 1

Case No. 3

Land Board Office
Enclosure
Sydney

Note:-
Land edged red on original is edged on this copy thus
Portion tinted red on original is shewn on this copy thus

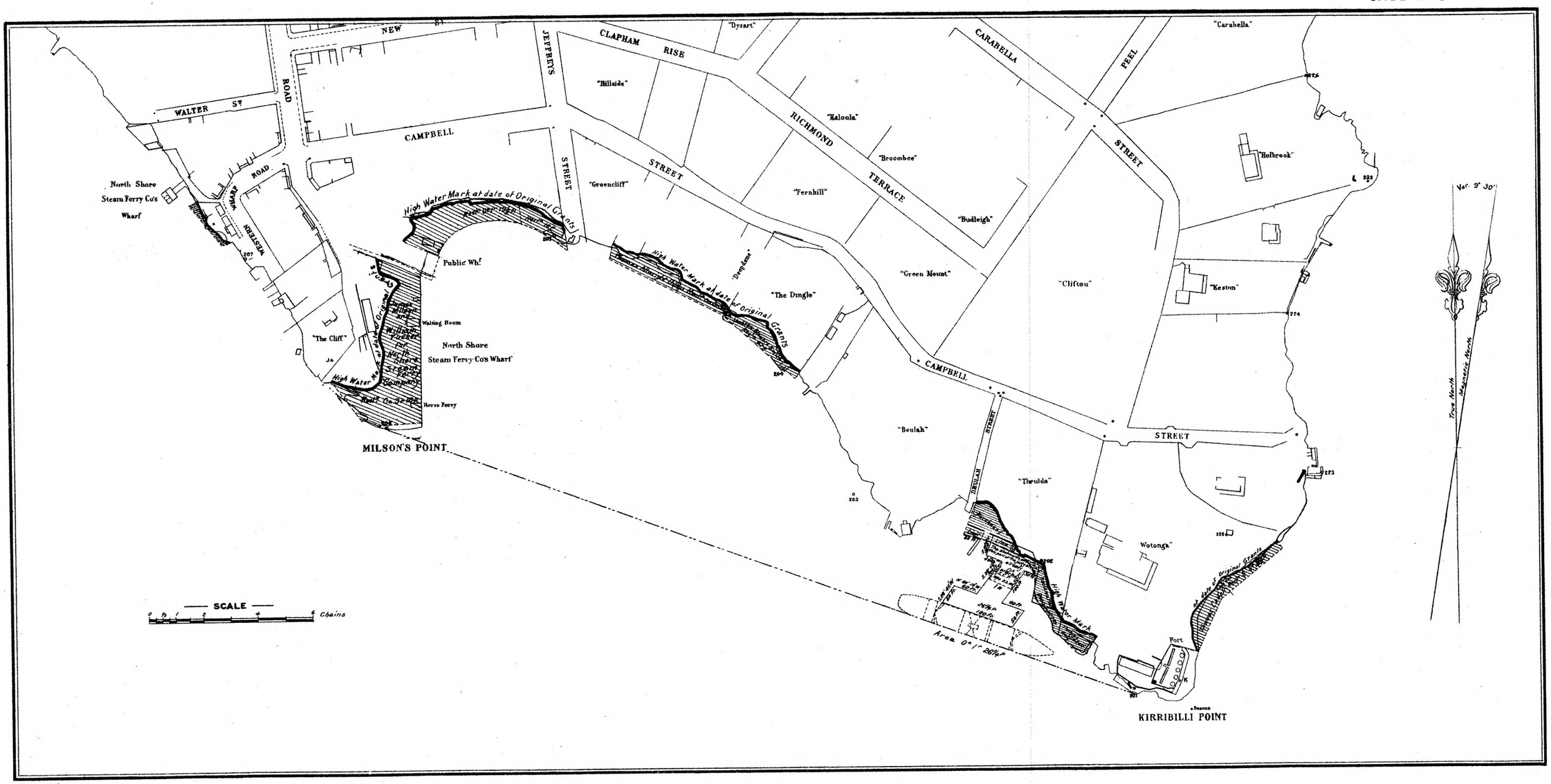


(Sig 134)

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

ENCLOSURE TO No 15

CASE No 3



(Sig 135)

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

1895.

LEGISLATIVE ASSEMBLY.

NEW SOUTH WALES.

SYDNEY HARBOUR COLLIERIES COMPANY.

(PARTICULARS RESPECTING APPLICATION TO LEASE AND PURCHASE CERTAIN LAND AT BRADLEY'S HEAD.)

Ordered by the Legislative Assembly to be printed, 11 September, 1895.

Précis.

On the 4th January, 1894, Mr. Huntley, Manager of the Sydney and Port Hacking Coal Company (Limited), wrote to the Principal Under Secretary, representing that his company were desirous of obtaining a lease for ninety-nine years of land near Little Sirius Point, in order that they might erect thereon their mining plant, sink shafts, &c. They also wished to be allowed to mine under this land for coal, and offered to pay a rent of £200 per annum and a royalty on coal at the rate of 6d. per ton on large coal and 3d. per ton on small coal.

On the 8th January, Mr. Huntley again wrote asking that his application might be considered as applying to the land shown by red edging on the enclosed litho., marked "A."

This land being part of a military reserve, the application was referred to the Military authorities for report, and on the 24th January, Major-General Hutton reported that there was no military objection to the granting of the application.

On the 13th March, 1894, the Chief Secretary, Sir George Dibbs, referred the papers to this (Lands) Department to be dealt with, and on the 14th idem, Mr. Secretary Copeland wrote a minute pointing out there was no law at present in force under which the request could be granted, as a special lease would not confer the right to mine, and could be granted for not more than fifteen years, while a mineral lease could be granted only for twenty years, with a possible renewal for a further term of twenty years, and it was doubtful whether such lease would confer any right to build wharves on the foreshores.

On the 18th June, Mr. Huntley (as Manager of the Sydney Harbour Collieries, Limited) wrote to the Chief Secretary, referring to the difficulties in the way of getting a lease for the required term, and pointing out that it would be necessary to expend about £200,000, and that the royalty was expected to come to from £12,000 to £15,000 per year, and he asked that, with a view to the company acquiring a freehold title to the land in question, it might be offered for sale by auction.

On the same day, Mr. Huntley addressed another letter to Sir George Dibbs, asking him to consult the Secretary for Lands with a view to securing to the company a lease for forty years, of land under the water on the frontage of the site referred to, if the company could not be allowed to secure a freehold title.

The Chief Secretary, Sir George Dibbs, minuted these letters as follows:—

> "I see no reason why this land, which is not required for military purposes, should not be made available by sale, and if the Minister concurs a revocation for military purposes may be made, and the land revert as Crown lands."

and subsequently forwarded them to the Secretary for Lands, Mr. Copeland, on the 18th June, by a letter in which he expressed his opinion that:—

> "Providing you are prepared to cut the land up and offer it for sale to enable the company an opportunity of buying publicly at auction, and you will do so, I will undertake to pass the necessary revocation, and allow the land to revert to your Department as Crown lands, when you will be able legally to deal with them.
>
> "First. I think any company willing to spend a large sum of money in starting a coal-mine deserves every reasonable assistance at the hands of the Government.
>
> "Second. It will largely add to our revenue. We, unfortunately, have too many areas of unusable and unrequired lands. The sooner we realise the better for the Consolidated Revenue.
>
> "The other letter enclosed asks for a recommendation being made by you, as present Minister, to guide whoever may come after you in years to come. I see no injustice in this, as at least three years of the first period of the lease will be consumed in a large, and for that time at least, an unproductive expenditure.
>
> "All round, as a Government, we should offer every proper facilities for enabling this or any other company the opportunity of developing a legitimate enterprise.
>
> "Therefore, kindly give the matter your early attention."

On

On the 22nd June, Mr. Huntley made a formal application to this Department to have the land offered for sale.

It having been pointed out to the Secretary for Lands (Mr. Copeland) that the land in question formed part of an area that had been resumed for military purposes under a special Act (18 Vic. No. 10), and that there was a doubt as to whether it could be sold without an authorising Act of Parliament, he, on the 23rd July, decided to seek the advice of the Attorney-General on the point. The reference was, however, not made in consequence of the receipt of a further letter from Mr. Huntley, asking if the Minister would offer for sale by auction the land situated at Bradley's Head, shown by blue hatching on litho. (marked "A"), which he represented as being more suitable for the purposes of his company than the other site already referred to. A mineral lease of this area had been previously applied for by Mr. Huntley.

This land does not form part of the area resumed for military purposes, but forms part of a reserve from sale which can be revoked, when the land would be available for sale.

The papers being submitted to the Secretary for Lands (Mr. J. H. Carruthers) for decision—first, as to the question of policy, viz., whether land having water frontage in such an important locality as the vicinity of Bradley's Head should be alienated; and, in the event of his decision on the point being in the affirmative—secondly, as to which of the two areas should be sold—he wrote the following minute:—

"I am of opinion that this land should not be alienated by the Crown. Submit matter with a *précis* and this minute to the Cabinet.—J.H.C., 20/8/94."

"Submitted to Cabinet by me on the 4th September, 1894.—J. H. Carruthers."

"My colleagues agree with my minute on this matter.—J.H.C., 4/9/94."

The following letter was then sent to Mr. Huntley:—

Sir, Department of Lands, Sydney, 5 September, 1894.

In reply to yours of 30th ultimo, I am directed by the Secretary for Lands to inform you that, having submitted the matter to the Cabinet, his colleagues endorse his opinion that it would be undesirable to alienate from the Crown the land at Bradley's Head desired to be acquired by your company.

Your application is, therefore, refused.

I have, &c.,
Wm. Houston,
Under Secretary,
(*Per* W.H.C.)

T. S. Huntley, Esq., Manager,
Sydney Harbour Collieries Company (Limited), 63, Pitt street.

On the 21st September, 1894, Mr. Huntley called at the Lease Division of the Lands Department and invited attention to the 12th paragraph of his letter of the 30th August last, as to whether the Minister would introduce into Parliament a Bill to enable a ninety-nine years' lease to be given by the Government, and asked for an early reply.

This was submitted to Mr. Secretary Carruthers, who minuted the papers as follows:—

"Answer—Will not introduce such a Bill.—J.H.C., 24/9/94."

And on the 25th September Mr. Huntley was informed to that effect. This closed the matter.

SCHEDULE.

No.		Page.
1.	T. S. Huntley, Esq., Manager, Sydney and Port Hacking Coal Company (Limited), to the Principal Under Secretary, asking for a lease of portion of the Military Reserve, Little Sirius Cove, North Shore, for a site for erection of mining plant, with minutes. 4 January, 1894	3
2.	The Same to the Same, with minutes and enclosure. 8 January, 1894	3
3.	The Colonial Secretary to the Secretary for Lands, with minutes. 13 March, 1894	3
4.	Newspaper extract. 14 March, 1894	4
5.	The Under Secretary for Lands to T. S. Huntley, Esq. 15 March, 1894	4
6.	T. S. Huntley, Esq., Manager, Sydney Harbour Collieries (Limited), to the Colonial Secretary, with minutes. 18 June, 1894	4
7.	The Same to the Same, with minute. 18 June, 1894	5
8.	The Colonial Secretary to the Secretary for Lands, with minute and enclosures. 18 June, 1894	5
9.	T. S. Huntley, Esq., to the Under Secretary for Lands, with enclosure. 22 June, 1894	5
10.	Office Memorandum, with minutes and enclosure. 26 June, 1894	6
11.	The Under Secretary for Mines and Agriculture to the Under Secretary for Lands. 4 July, 1894	6
12.	T. S. Huntley, Esq., to the Same. 19 July, 1894	6
13.	The Same to the Same, with minutes. 23 July, 1894	6
14.	The Under Secretary for Lands to The Under Secretary for Mines and Agriculture, with minutes and enclosure. 7 August, 1894	7
15.	The Same to T. S. Huntley, Esq. 7 August, 1894	7
16.	Office Memorandum, with minutes. 13 August, 1894	7
17.	T. S. Huntley, Esq., to the Under Secretary for Lands, with minutes. 17 August, 1894	8
18.	Office Memorandum, with minutes. 20 August, 1894	8
19.	T. S. Huntley, Esq., to the Under Secretary for Lands, with minutes. 21 August, 1894	9
20.	The Same to the Same. 29 August, 1894	9
21.	The Same to the Same. 30 August, 1894	9
22.	The Under Secretary for Lands to T. S. Huntley, Esq. 5 September, 1894	10
23.	The Same to the Same. 25 September, 1894	10

No. 1.

The Manager, Sydney Harbour Collieries, to The Principal Under Secretary.

Sydney and Port Hacking Coal Company (Limited),
63, Pitt-street, Sydney, 4 January, 1894.

Sir,

I have the honor to say this company desires to obtain a lease of a portion of the Military Reserve, Little Sirius Cove, North Shore, for the purpose of erecting their mining plant and buildings thereon, and for a site for two shafts, also the right to mine for coal under the portion so leased.

As this enterprise will involve an outlay of nearly £200,000, the company will require a lease of (say) ninety-nine years, and for such area are willing to pay a rental of £200 a year, together with 6d. per ton on large coal, and 3d. per ton for small coal which may be won from under such reserve.

I enclose herewith a tracing, showing the land applied for, and by direction of the Commanding Engineer, will, in a day or two, forward, a larger sketch, showing approximately the site of proposed works.

The rent offered is based upon offers of adjacent lands from private persons.

I shall be glad if the Honorable the Colonial Secretary can grant this application, and so facilitate my company's operations.

I have, &c.,
T. S. HUNTLEY,
Manager.

Refer for report of the Military authorities.—C.W., 5/1/94. The Major-General Commanding Military Forces.—C.W., Principal Under Secretary, B.C., 5/1/94.

I see no military objection to the proposal. The jetty for coal will be inside the defences, and there will, therefore, be no necessity for any special protection.—H. W. Renny-Tailyour, Colonel, R.E., C.E., 11/1/94. Chief Staff Surveyor.

No. 2.

The Manager, Sydney Harbour Collieries, to The Principal Under Secretary.

The Sydney and Port Hacking Coal Company (Limited),
63, Pitt-street, Sydney, 8 January, 1894.

Sir,

Referring to my application on behalf of this company for a lease of a portion of the Military Reserve, Little Sirius Cove, I now have the honor to say that, as the land applied for is intersected by an "aligned road" to the water, I desire to amend the same as per enclosed sketch, tinted red, and showing approximately the position of proposed works, dwellings, &c.

If the Honorable the Colonial Secretary will grant this it will avoid any interference with the pleasures of the people who now use that place for bathing purpose.

I am, &c.,
T. S. HUNTLEY,
Manager.

Refer to Military authorities with reference to other papers.—C.W. The Major-General Commanding the Military Forces.—C.W., Principal Under Secretary, B.C., 11/1/94. Central Registry out, 12/1/94, to C.E., Chief Staff Officer. I see no military objection.—H. W. Renny-Tailyour, Colonel, R.E., C.E., 13/1/94. Principal Under Secretary,—There is no military objection to this proposal.—Edward T. H. Hutton, Major-General, Commanding Military Forces, Sydney, 24/1/94.

No. 3.

The Colonial Secretary to The Secretary for Lands.

My dear Copeland,

Chief Secretary's Office, Sydney, 13 March, 1894.

For some time past the proprietors of the leases which led to the putting down of the Cremorne bore have been urging this Department for a lease of certain lands on the North Shore reserved some years back for military purposes, in which to put down shafts to work their coal leases, ship, &c.

The military authorities see no objection to a lease being granted (*vide* the papers herewith), but I have a scruple personally to any dealing between the Government and a company with which, at some future time, I may become directly or indirectly connected.

For the purpose, then, of this negotiation for a lease, I would like you to deal with the matter altogether apart from me as if the business was purely one of the Lands Department.

Will you give this matter your early attention.

Yours, &c.,
GEORGE R. DIBBS.

It is necessary to ascertain, in the first instance, whether this land is properly vested in Her Majesty. It appears to have been acquired from private estate for military purposes. The papers having reference to the matter should be obtained from the Colonial Secretary's office. If the land is vested in Her Majesty I think it would be Crown land for the purposes of the Crown Lands Acts, and an application for a special lease could be made and dealt with in the usual way.—W.H., 14/3/94.

There is no law at present under which a lease could be granted of this land on the terms asked for. The application is for a ninety-nine years' lease with the right to mine. A special lease would not give the right to mine, and could only be granted for fifteen years, while a mineral lease could only be granted for twenty years, subject to a renewal for a further period of twenty years by a payment of £2 10s. per acre. This would give the right to mine, but I doubt whether it would give the right to build wharfs and use the foreshore for shipping purposes. It would at least be contrary to practice. I think a special Act would have to be passed to carry out what they require. Inform Mr. Huntley.—H.C., 14/3/94.

Mr. Huntley informed, 15/3/94.

No. 4.

Extract from the *Australian Star*, 14th March, 1894.

THE CREMORNE BORE—PROTEST FROM MOSMAN—EFFECT UPON THE ADJACENT SUBURBS—MOSMAN COUNCIL PROTESTS AGAINST THE MINING—COMMERCIALISM *v.* NATURAL BEAUTY.

THE threatened establishment of a colliery at Cremorne is evidently viewed with very much disfavour by the Mosman Council, within whose borough the recent boring operations have taken place. At last night's meeting of that body it was moved by Alderman Alderson—

"That, in the opinion of this Council, the mining for coal at Cremorne is likely to deface the natural beauty of this borough, and would prove an eyesore to many owners of private property who have made their homes here in anticipation of the borough becoming a leading residential suburb, and this Council desires to place on record its protest against any further permission being granted to mine in the vicinity of the borough; that a copy of this resolution be conveyed to the Minister for Mines, accompanied by a request that any shafts which may be sunk at Cremorne shall be in a position where they would not prove an eyesore to property owners, or injure the appearance and beauty of the harbour."

The mover said he was in hopes that by co-operating with the North Sydney Council they might be able to accomplish something. It seemed to him a great shame that the suburbs on that side of the harbour and in the vicinity of the bore were going to be spoiled by this mining scheme.

ALDERMAN TAYLOR, who seconded the resolution, said he had been given to understand that the people interested in the mine purposed making application to sink further shafts in the borough. If this were so the Council should certainly let its protest be heard. He did not say positively that the promoters of the mine were going to put down any more shafts, but he had heard on very good authority that they were.

ALDERMAN NOBLE: Yes; they applied to sink a shaft on my property at Middle Head.

ALDERMAN BLADEN was very glad Alderman Alderson had brought forward this resolution. Those who had any experience of coal-mines knew that vast quantities of material would come out of the Cremorne shaft, and the big heaps of *debris* that would accumulate would be most unsightly.

ALDERMAN CANNON thought that they ought not only write to the Minister for Mines on the subject, but that they should also have a deputation.

ALDERMAN ANDERSON intimated his willingness to accept any additions to the motion.

The MAYOR (ALDERMAN COWLES) said that the matter was undoubtedly one of very great importance, and he was glad that it had been introduced.

The resolution was then put to the meeting and unanimously carried, with the addition suggested by Alderman Cannon.

No. 5.

The Under Secretary for Lands to T. S. Huntley, Esq.

Sir, Department of Lands, Sydney, 15 March, 1894.

With reference to your letters of the 4th and 8th January last, addressed to the Principal Under Secretary, desiring to lease a portion of the Military Reserve, Little Sirius Cove, for mining purposes, and to win coal therefrom, for a period of ninety-nine years, under certain terms and conditions, I am directed by the Secretary for Lands to inform you that there is no law at present under which a lease could be granted as proposed by you, and he is of opinion that such lease can only be obtained under the powers of a special Act of Parliament.

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

No. 6.

The Manager, Sydney Harbour Collieries, to The Colonial Secretary.

Sir, Sydney Harbour Collieries (Limited), 63, Pitt-street, Sydney, 18 June, 1894.

Referring to my application, in January last, on behalf of my company for a lease of a portion of the Military Reserve, North Shore, at Little Sirius Cove, I have the honor to say the Honorable the Minister for Lands, in a letter, 15th March, 1894, informed me that such a lease could not be granted unless a special Act was passed to meet the case.

I thereupon looked up the *Gazette* as to the resumption of the land in question, and found it was resumed 12th April, 1872, and thereby vested in Her Majesty the Queen. The correspondence herein discloses the fact that the military authorities attach no importance to this 100 acres for their purposes.

I am advised that under these circumstances the Colonial Secretary has power to revoke the dedication of this area, and the land then becomes ordinary Crown lands. In such a case the Honorable the Minister for Lands could cause the same to be sold by public auction. I now, therefore, venture to suggest that this course may be favourably considered by you, which would give my company an opportunity of purchasing a freehold site for their works.

I need scarcely point out that the occupation of a part as a site by my company would very largely increase the remainder, as I estimate that upon the completion of sinking operations, and opening out of the mine, more than 1,000 men will be employed there, most of whom would like to reside near their work.

I am led to urge this course, having regard to the extensive and costly wharfage accommodation my company will require, in consequence of our Crown Lands Act limiting leases for wharf purposes to fifteen years.

I think it will be readily admitted that when that Act was framed, it was not contemplated that mining was likely to be carried on in such an extensive manner as to involve an outlay of over £200,000; hence the necessity for a freehold site, so as to enable the company to acquire by purchase the land under the water in front of same, for their extensive requirements as to wharfage.

As

As the royalty accruing to the Government under our scheme is calculated to reach from £12,000 to £15,000 a year, I respectfully submit that my company are entitled to every possible and reasonable assistance, consistent with the public interest, at the hands of the Government. I, therefore, again ask you to favourably consider this matter.

I have, &c.,
T. S. HUNTLEY,
Manager.

I see no reason why this land, which is not required for military purposes, should not be made available by sale, and if the Minister concurs a revocation for military purposes may be made, and the land revert as Crown lands.—G.R.D., 18/6/94.

The Secretary for Lands.—G.R.D., 18/6/94. The Under Secretary for Lands.—C.W., B.C., 19/6/94.

No. 7.

The Manager, Sydney Harbour Collieries, to The Colonial Secretary.

Sir, Sydney Harbour Collieries (Limited), 63, Pitt-street, 18 June, 1894.

Referring to an application by this company for a mineral lease at Bradley's Head, and a site for erection of their works thereon, I have the honor to ask that, in view of the magnitude of the enterprise, the Honorable the Minister for Lands may be consulted with a view to secure his assistance in the matter of a lease of the land under the waters in front of the mineral lease referred to.

I am aware that fifteen years is the maximum term, but the Minister may, having regard to the special circumstances, see his way clear to make a minute, that he would recommend a renewal of the lease, or that Parliament be asked to legalise it for, say, forty years, co-terminate with the mineral lease.

May I ask your favourable co-operation in this way, as an alternative course, if a freehold cannot be secured.

I have, &c.,
T. S. HUNTLEY,
Manager.

Secretary for Lands.—G.R.D., 18/6/94.

No. 8.

The Colonial Secretary to The Secretary for Lands.

My dear Copeland, Chief Secretary's Office, Sydney, 18 June, 1894.

I enclose two letters received by me from Mr. Huntley, on behalf of the Sydney Harbour Collieries Company (Limited). For enclosures, see Nos. 6 and 7

The first is in reference to their desire to secure a freehold site upon which they could put down their shafts and build wharves for shipping.

The land spoken of is in this office for military purposes, and the military authorities, so the papers will disclose, say it is not required. Therefore, providing you are prepared to cut the land up and offer it for sale, to enable the company an opportunity of buying publicly at auction, and you will do so, I will undertake to pass the necessary revocation and allow the land to revert to your Department as Crown lands, when you will be able legally to deal with them.

First.—I think any company willing to spend a large sum of money in starting a coal-mine deserves every reasonable assistance at the hands of the Government.

Second.—It will largely add to our revenue. We, unfortunately, have too many areas of unusable and unrequired lands. The sooner we realise the better for the Consolidated Revenue.

The other letter, enclosed, asks for a recommendation being made by you as present Minister to guide whoever may come after you in years to come. I see no injustice in this, as at least three years of the first period of lease will be consumed in a large, and for that time at least an unproductive, expenditure.

All round as a Government we should offer every proper facility for enabling this or any other company the opportunity of developing a legitimate enterprise.

Therefore, kindly give the matter your early atttention.

Yours sincerely,
GEORGE R. DIBBS.

Let me have the former papers in this case; also papers in connection with the military reserve referred to, as well as papers from Mines showing the company's title and area. All the papers had better be submitted together.—H.C., 19/6/94.

No. 9.

The Manager, Sydney Harbour Collieries, to The Under Secretary for Lands.

Sir, Sydney Harbour Collieries (Limited), 63, Pitt-street, Sydney, 22 June, 1894.

I have the honor herewith to hand you a tracing of the Military Reserve, Little Sirius Cove, North Shore, and ask that the land tinted pink, about 14 acres, may be put up for sale by auction.

As there would be no means of access to this land, I have marked off a proposed road, also tinted pink.

I may say the land in question is required by company as a site for their shafts and buildings. The Government are therefore directly interested in the result, as the royalties accruing will be large—say, from £12,000 to £15,000 a year.

I shall be glad to have your favourable and early consideration of this important matter.

I am, &c.,
T. S. HUNTLEY,
Manager.

No. 10.

No. 10.

Office Memorandum.

SYDNEY HARBOUR COLLIERIES COMPANY.

THE papers respecting the right of the company to mine for coal under the harbour (two permits covering 5,816 acres 1 rood 2 perches and 1,535 acres) are with the Cabinet.

Papers respecting proposed mineral lease of 8 acres of the Crown reserve for military purposes are herewith. (*See* Mines 94–8,728.)

Also papers of proposed mineral lease of 24 acres of the same reserve. (*See* Mines 94–9,845 herewith, and Miscellaneous 94–4,082, Department of Lands.)

Copies of proclamations resuming adjoining areas for military purposes are herewith; also the Act, 18 Victoria No. 10, under which the land was acquired. This Act apparently gives no power to sell. Compensation was paid in accordance with this Act.

There are no papers in connection with the notification of the military reserve of 24th December, 1891, the notice being a general one.

J.O.D., 26/6/94.

R.H.D., 26/6/94. F.H.W., 26/6/94. A plan should be prepared or a lithograph, illustrating the position of the land, and the various points involved in this matter.—W.H., 27/6/94.

The within lithograph illustrates the position of the land sought to be purchased by the Manager of the Sydney Harbour Collieries (Limited). It will be seen that the entire area is included within an area resumed under 18 Victoria No. 10 for the erection of fortifications, and it is questionable whether the land can be sold at auction without the authority of an Act of Parliament.—W.H., 3/7/94.

The Act referred to being a special Act, I think it would be advisable to forward the papers to the Crown Solicitor, with a view of obtaining the opinion of the Honorable the Attorney-General as to whether these lands could be treated as Crown lands; but it may be pointed out that if the opinion is favourable, the lands could only be sold at auction, and all minerals would be reserved to the Crown; therefore, the company would have to pay the Crown a royalty on any coal they might mine therefrom, under section 7 of Land Act of 1884.—H.C., 23/7/94.

No. 11.

The Under Secretary for Mines to The Under Secretary for Lands.

[Papers 94-9,845.]

Application by the Sydney Harbour Collieries to mine for coal under reserve at Bradley's Head.

Sir, Department of Mines and Agriculture, Sydney, 4 July, 1894.

I have the honor to request you to be so good as to cause papers 94–9,845 of this Department, at present with the Secretary for Lands for perusal, to be returned to this office as soon as possible. I am to add that the papers in question will be sent back to your Department if required after action in this Department is completed.

I have, &c.,
HARRIE WOOD,
Under Secretary
(*Per* R. H. ORMISTON).

No. 12.

The Manager, Sydney Harbour Collieries, to The Under Secretary for Lands.

Sir, Sydney Harbour Collieries (Limited), 63, Pitt-street, Sydney, 19 July, 1894.

I have the honor to ask that the application by my company to have certain land at North Sydney put up for auction sale may be dealt with as speedily as it is possible.

My directors have a cable from their attorneys in London on this subject, and are anxious to reply if possible in definite terms as to the Honorable the Minister's decision as to the above application.

I am, &c.,
T. S. HUNTLEY,
Manager.

No. 13.

The Manager, Sydney Harbour Collieries, to The Under Secretary for Lands.

Sir, Sydney Harbour Collieries (Limited), 63, Pitt-street, Sydney, 25 July, 1894.

Referring to my application of 22nd of June last, that a portion of the Military Reserve, as shown on my tracing accompanying the said application, 14 acres in area, may be put up for auction sale, I have the honor to say that I shall be glad to be informed if the Honorable the Minister for Lands can sell the fee simple of land at Bradley's Head which has been surveyed for a mineral lease to my company, and which the military authorities have assented to.

If this can be done, it would suit my company better than the 14 acres first referred to.

I may be permitted to observe that under a mineral lease the company would have a holding title of forty years, and therefore venture to suggest that no harm to the public could result from a sale of the fee simple.

This course would get over the objection my company has to expending a large sum of money for wharfage accommodation on a special lease for such a very short term as fifteen years.

I have the honor to ask for early consideration.

Yours, &c.,
T. S. HUNTLEY,
Manager.

How does the land in question stand?—J.O.D. (*pro* Under Secretary), 26/7/94. The Metropolitan District Surveyor. Urgent.

The

The land referred to in this letter forms part of the reserve under general notice of 24th December, 1861, at Bradley's Head, and appears to refer more particularly to an area of 8 acres surveyed as mineral lease No. 1, as indicated by blue shading on enclosed lithograph. So far as can be ascertained it would not appear as though the reserve referred to has been formally vested in the military authorities or in trustees.—T. Elwin (*pro* District Surveyor), 26/7/94. The Under Secretary for Lands.

Application by Sydney Harbour Collieries Company.—The aspect of this case has now completely changed. It merely resolves itself into an application to purchase part of a reserve at Bradley's Head notified under the general notice of 24th December, 1861, at present held under mineral lease. Reports on the case may perhaps be obtained from the District Surveyor and the Mines Department.—J.O.D., 28/7/94.

R.H.D., 30/7/94. Special. For approval of reports being obtained.—F.H.W., 31/7/94. W.H., 31/7/94. Approved.—H.C., 31/7/94. Please supply tracing for reference to Mines Department.—J.O'D., 2/8/94. Heliograph herewith, for Department of Mines.—T. Elwin, 6/8/94. Under Secretary, Mines, with heliograph, asked and Mr. Huntley informed, 7/8/94. The Metropolitan District Surveyor.—J.O'D. (*pro* U.S.), 8/8/94.

No. 14.

The Under Secretary for Lands to The Under Secretary for Mines and Agriculture.

Sir, Department of Lands, Sydney, 7 August, 1894.

I have the honor to inform you that the manager of the Sydney Harbour Collieries (Limited) has applied to be allowed to purchase an area at Bradley's Head, surveyed as mineral lease No. 1, and shown upon enclosed heliograph by blue shading, with a view to having a freehold upon which to erect the company's works, and to ask that you will be good enough to furnish me with an early statement of the views of your Department upon the matter. The area now sought is desired in lieu of that applied for at Little Sirius Cove.

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

The Government Geologist for report as to any objections to sale.—H.W., 8/8/94. Urgent. I am not aware of any objections to the sale of the area shown by blue hatching on the accompanying heliograph.—E.F.P., 14/8/94. The Under Secretary for Mines and Agriculture. The Lands Department may be so informed.—H.W., 14/8/94. Approved.—S. Smith, 17/8/94. Under Secretary for Lands.—H.W., B.C., 15/8/94.

No. 15.

The Under Secretary for Lands to The Manager, Sydney Harbour Collieries.

Sir, Department of Lands, Sydney, 7 August, 1894.

Referring to your letter of the 25th ultimo, relative to the sale to your company of part of the land at Bradley's Head, held under mineral lease No. 1, as a site for their works, in lieu of that previously applied for at Little Sirius Cove, I have the honor to inform you that reports are being obtained from the Department of Mines and Agriculture and from the Metropolitan District Surveyor in regard to the proposal.

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

No. 16.

Office Memorandum.

Sydney Harbour Collieries Company, applying for purchase of certain land at Bradley's Head.

13 August, 1894.

The Sydney Harbour Collieries Company desires to purchase a portion of land, about 8 acres, part of the reserve at Bradley's Head, which is indicated by blue hatching on the lithograph with paper 5,106. This reserve was proclaimed under the general notice of 24th December, 1861, and has not been dedicated to a specific purpose.

Bradley's Head is a point of vantage in Port Jackson, commanding a comprehensive view of the harbour from Kirribilli Point to the Heads; and it seems to me that it would be injudicious to allow it to pass from control of the Government. There was formerly a battery at this point, which has been dismantled, but although the port may now be defended by the larger fortifications and modern armament about the Heads and coast, still I presume it may be desirable to retain such a prominent and remarkable feature as this, which may be useful for subordinate military purposes.

However, if it be held that Bradley's Head reserve is useless for defensive works, then I submit that the claims of the public for its retention for recreation purposes cannot be disregarded, for I feel assured that the sale of any part of this reserve would meet with emphatic disapprobation by the public.

With regard to the adjacent lands resumed by the Crown for defence purposes which are not now required (indicated by green tint on lithograph), there is not as weighty objection to alienation, and in this connection I think it may be admitted that such a large scheme as this, which will involve immense expenditure for its development, and will yield revenue, should receive liberal treatment, and that it may be to the interest of the public to part with some of the deep water frontage which remains for disposal.

It is to the interest of Sydney, and incidentally to the country at large, that the commercial prospects of the port shall be developed, and there can be no doubt whatever that the coaling of ocean steamships on the opposite side of the harbour, and within view of the Circular Quay, will be a potent attraction.

The

The advantages presented by the peninsula known as Bradley's Head by utilising the foreshores for wharfage are patent, and therefore, in the probable growth of commerce at Sydney, they may become of high value. Consequently, this may be regarded as an argument against the sale of any part of the land, which, in the form of leaseholds, might become a source of revenue to the State.

E. TWYNAM,
Chief Surveyor.

The main question involved in this case is one of policy, viz., whether the water frontage, or land adjacent thereto, situated in such an important position as Bradley's Head, should be alienated; and if this be decided in the affirmative the further question arises as to which of the two areas (shown respectively by blue hatching and red edging on enclosed lithograph) shall be offered for sale. The company are more desirous of acquiring the former, but the District Surveyor's report is adverse to its sale. He thinks there is less objection to the sale of the latter area, but there is some doubt as to whether it can be sold without a special Act of Parliament, as it was resumed for military purposes under a special Act, which made no provision for sale of land so resumed. It was decided to seek the Attorney-General's advice on this point, but such action was deferred pending consideration of the company's later application for the other area referred to.—E.A.B., 15/8/94. Submitted.

The question of policy involved is submitted for decision in the first instance.—W.H.C., 16/8/94. F.H.W. (for Under Secretary), 17/8/94. I am of opinion that this land should not be alienated by the Crown. Submit matter, with a *précis* and this minute, to the Cabinet.—J.H.C., 17/8/94.

No. 17.

The Manager, Sydney Harbour Collieries, to The Under Secretary for Lands.

Sir, Sydney Harbour Collieries (Limited), 63, Pitt-street, Sydney, 17 August, 1894.

I have the honor to say, referring to my previous correspondence on the matter of an application by my company for permission to acquire the fee simple of certain land at Bradley's Head, having regard to the importance of this matter, I shall be glad if the Honorable the Minister for Lands will be so good as to give me an opportunity of putting before him certain points for his consideration before any decision is made thereon. I have, therefore, to ask that an appointment may be made for that purpose as soon as reasonably convenient to the Honorable the Minister for Lands.

I am, &c.,
T. S. HUNTLEY,
Manager.

Application for an interview with the Minister. The papers were submitted yesterday, with a *précis*, for reference to the Cabinet.—E.A.B., 21/8/94. Submitted whether an appointment as applied for may be made.—W.H.C., 21/8/94. The Minister has decided to refer this question to the Cabinet.—F.H.W. (*pro* Under Secretary), 21/8/94.

No. 18.

Office Memorandum.

Précis.

20 August, 1894.

On the 4th January, 1894, Mr. Huntley, Manager of the Sydney and Port Hacking Coal Company (Limited), wrote to the Principal Under Secretary, representing that his company were desirous of obtaining a lease for ninety-nine years of land near Little Sirius Point, in order that they might erect thereon their mining plant, sink shafts, &c. They also wished to be allowed to mine under this land for coal, and offered to pay a rent of £200 per annum, and royalty on coal at the rate of 6d. per ton on large coal, and 3d. per ton on small coal.

On 8th January, Mr. Huntley again wrote asking that his application might be considered as applying to the land shown by red edging on the enclosed lithograph marked "A."

This land being part of a military reserve, the application was referred to the military authorities for report, and on the 24th January Major-General Hutton reported that there would be no military objection to the granting of the application.

On 13th March, 1894, the Chief Secretary, Sir George Dibbs, referred the papers to this (Lands) Department to be dealt with, and on the 14th idem Mr. Secretary Copeland wrote a minute pointing out there was no law at present in force under which the request could be granted, as a special lease would not confer the right to mine, and could be granted for not more than fifteen years, while a mineral lease could be granted only for twenty years, with a possible renewal for a further term of twenty years, and it was doubtful whether such lease would confer any right to build wharfs, &c., on the foreshore.

On 18th June, Mr. Huntley (as Manager of the Sydney Harbour Collieries, Limited) wrote to the Chief Secretary referring to the difficulties in the way of getting a lease for the required term, and pointing out that it would be necessary to expend about £200,000, and that the royalty was expected to come to from £12,000 to £15,000 per year, and he asked that, with a view to the company acquiring a freehold title to the land in question, it might be offered for sale by auction.

On the same day Mr. Huntley addressed another letter to Sir George Dibbs, asking him to consult the Secretary for Lands with a view to securing to the company a lease for forty years of land under the water on the frontage of the site referred to, if the company could not be allowed to secure a freehold title.

These two letters were forwarded by the Chief Secretary, Sir George Dibbs, to the Secretary for Lands, Mr. Copeland, on the 18th June, by a letter in which he expressed his opinion that the Government should "offer every proper facility for enabling this or any other company the opportunity of developing a legitimate enterprise," and stating that if the Secretary for Lands was prepared to offer the land for sale he (Sir George Dibbs) would undertake to pass the necessary revocation, and allow the land to revert to this Department as Crown lands.

On

On 22nd June Mr. Huntley made a formal application to this Department to have the land offered for sale.

It having been pointed out to the Secretary for Lands (Mr. Copeland) that the land in question formed part of an area that had been resumed for military purposes under a special Act (18 Victoria No. 10), and that there was a doubt as to whether it could be sold without an authorising Act of Parliament, he, on 23rd July, decided to seek the advice of the Attorney-General on the point. The reference was, however, not made in consequence of the receipt of a further letter from Mr. Huntley asking if the Minister would offer for sale by auction the land situated at Bradley's Head shown by blue hatching on lithograph (marked "A"), which he represented as being more suitable for the purposes of his company than the other site already referred to. A mineral lease of this area had been previously applied for by Mr. Huntley, but does not appear to have yet been granted.

This land does not form part of the area resumed for military purposes, but forms part of a reserve from sale which can be revoked, when the land would be available for sale.

The papers being submitted to the Secretary for Lands (Mr. J. H. Carruthers) for decision—first, as to the question of policy, viz.: Whether land having water frontage in such an important locality as the vicinity of Bradley's Head should be alienated; and, in the event of his decision on the point being in the affirmative—secondly, as to which of the two areas should be sold, he wrote the following minute:—"I am of opinion that this land should not be alienated by the Crown. Submit matter, with a *précis* and this minute, to the Cabinet.

W.H.C.

Submitted to Cabinet by me, on 4th September, 1894.—J. H. Carruthers. My colleagues agree with my minute in this matter.—J.H.C., 4/9/94. Inform.—E.A.B., 4/9/94. T. S. Huntley informed.—5/9/94.

Mr. Huntley called this morning, and invited attention to the twelfth paragraph of his letter, of the 30th August last, as to whether the Minister would introduce into Parliament a Bill to enable a ninety-nine years' lease to be given by the Government. Mr. Huntley desires a reply early next week if practicable.—R.H.D., 21/9/94.

Submitted.—F.H.W., 21/9/94. Answer,—Will not introduce such a Bill.—J.H.C., 24/9/94. Mr. Huntley informed.—25/9/94.

No. 19.

The Manager, Sydney Harbour Collieries, to The Under Secretary for Lands.

Sir, Sydney Harbour Collieries (Limited), 63, Pitt-street, Sydney, 21 August, 1894.

Referring to mine of the 17th instant, asking for an appointment with the Honorable the Minister for Lands, I now have the honor to ask if in lieu thereof the Minister will be pleased to receive a deputation of my Directors at as early a date as may be convenient to him, for the purpose of laying before the Minister some reasons why the applications to purchase certain land at Bradley's Head should be granted.

I have, &c.,
T. S. HUNTLEY,
Manager.

As to receiving a deputation, the Minister has decided to submit this case to the Cabinet.—F.H.W., 22/8/94. Yes, next Friday.—J.H.C., 24/8/94. Mr. T. S. Huntley informed, 24/8/94.

No. 20.

The Manager, Sydney Harbour Collieries, to The Under Secretary for Lands.

Sir, Sydney Harbour Collieries (Limited), 63, Pitt-street, Sydney, 29 August, 1894.

I have the honor to say in reference to yours, 94-7,695, my Directors desire me to express their thanks to the Honorable the Minister for Lands for consenting to receive them as a deputation.

On further consideration, however, they have decided not to wait upon the Minister as proposed, and thus avoid publicity to matters which it may not in their interest be wise to publish just at present.

Under these circumstances, I propose to make submission to the Honorable the Minister for his early consideration a statement of the views of my Directors on this important matter.

I have, &c.,
T. S. HUNTLEY,
Manager.

No. 21.

The Manager, Sydney Harbour Collieries, to The Under Secretary for Lands.

Sir, Sydney Harbour Collieries, (Limited), 63, Pitt-street, Sydney, 30 August, 1894.

Again referring to yours 94-7,965, I now have the honor to make submission for consideration of the Honorable the Minister for Lands the following observations.

1. That the application by my company to acquire the fee simple of certain water frontage at Bradley's Head is not an ordinary application for private or speculative purposes, but is required for the means of access to minerals, the property of the State, leased to my company by the Government at a royalty.

2. That under the Mining Act my company can secure the land in question under lease, but such lease does not confer any powers or privileges as to land under the waters of the foreshores, and that under the Crown Lands Act, a tenure of fifteen years at most can be obtained of such land for wharfage accommodation.

3. That the sum to be expended in sinking shafts only on such lands, without buildings and plant of any kind is £75,000, at least.

4. That the amount to be spent on land under the water for wharfs, will amount to at least £25,000, it being necessary to provide for the loading and bunkering the largest ocean-going steamers.

5. That in view of such a large expenditure, an amount never contemplated at the time the Mining and Crown Lands Acts were framed, no company would be justified in spending their capital on such short terms.

6. That my company are willing to pay a fair price for the said land, to be ascertained by valuators mutually appointed, and make the grant conditional upon the completion of the proposed works.

7. That the revenue likely to be paid to the State on coals raised and shipped over the said land will amount to about £15,000 annually.

8. My company, having regard to public opinion being against anything calculated to spoil our beautiful harbour, will agree to the necessary erections being made as artistic as their character will admit.

9. I may say the estimated total expenditure contemplated will be £200,000, on the land in question, and has been underwritten in London, on the understanding that the Government assist the enterprise by granting a freehold site, or at any rate on very long lease at a moderate rate.

10. I desire to direct your attention to the importance of the enterprise in its probable effect on the trade of the Colony.

11. That my company have every reason to believe that the late Minister for Lands took a very broad and liberal view of our application to purchase.

12. Should the Honorable the Minister, from any cause, be unable to grant the fee simple as requested, I ask that he will favourably consider the bringing in an Amending Bill to meet this special case, and thereby grant a lease to my company for, say ninety-nine years, as it will take a very lengthened period to exhaust the coals within reach of the proposed shafts, such lease to cover a like area under water as well as on the main land.

I have, &c.,
T. S. HUNTLEY,
Manager.

No. 22.

The Under Secretary for Lands to The Manager, Sydney Harbour Collieries.

Sir,

Department of Lands, Sydney, 5 September, 1894.

In reply to yours of the 30th ultimo, I am directed by the Secretary for Lands to inform you that, having submitted the matter to the Cabinet, his colleagues endorse his opinion that it would be undesirable to alienate from the Crown the land at Bradley's Head desired to be acquired by your company.

Your application is therefore refused.

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

No. 23.

The Under Secretary for Lands to The Manager, Sydney Harbour Collieries.

Sir,

Department of Lands, Sydney, 25 September, 1894.

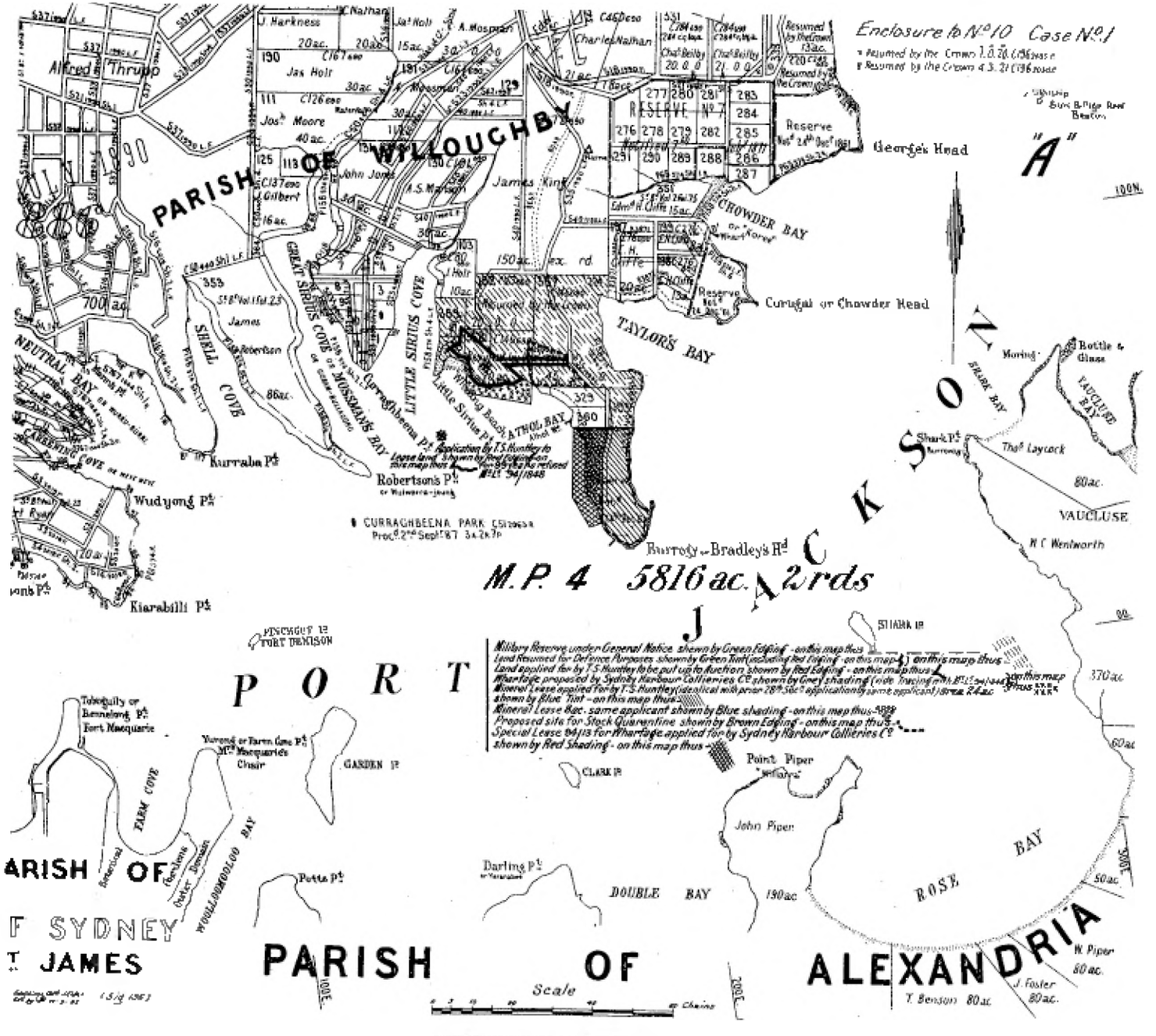
Referring to your personal inquiry as to whether the Secretary for Lands will introduce a Bill, as asked in your letter of the 30th ultimo, to give power to grant a ninety-nine years' lease to your company of certain land at Bradley's Head, desired in connection with the erection of the company's works, I am directed by Mr. Secretary Carruthers to inform you that, after careful consideration of the matter, he cannot see his way clear to introduce such a Bill.

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

[Four plans.]

Sydney: Charles Potter, Government Printer.—1895

[1s. 9d.]

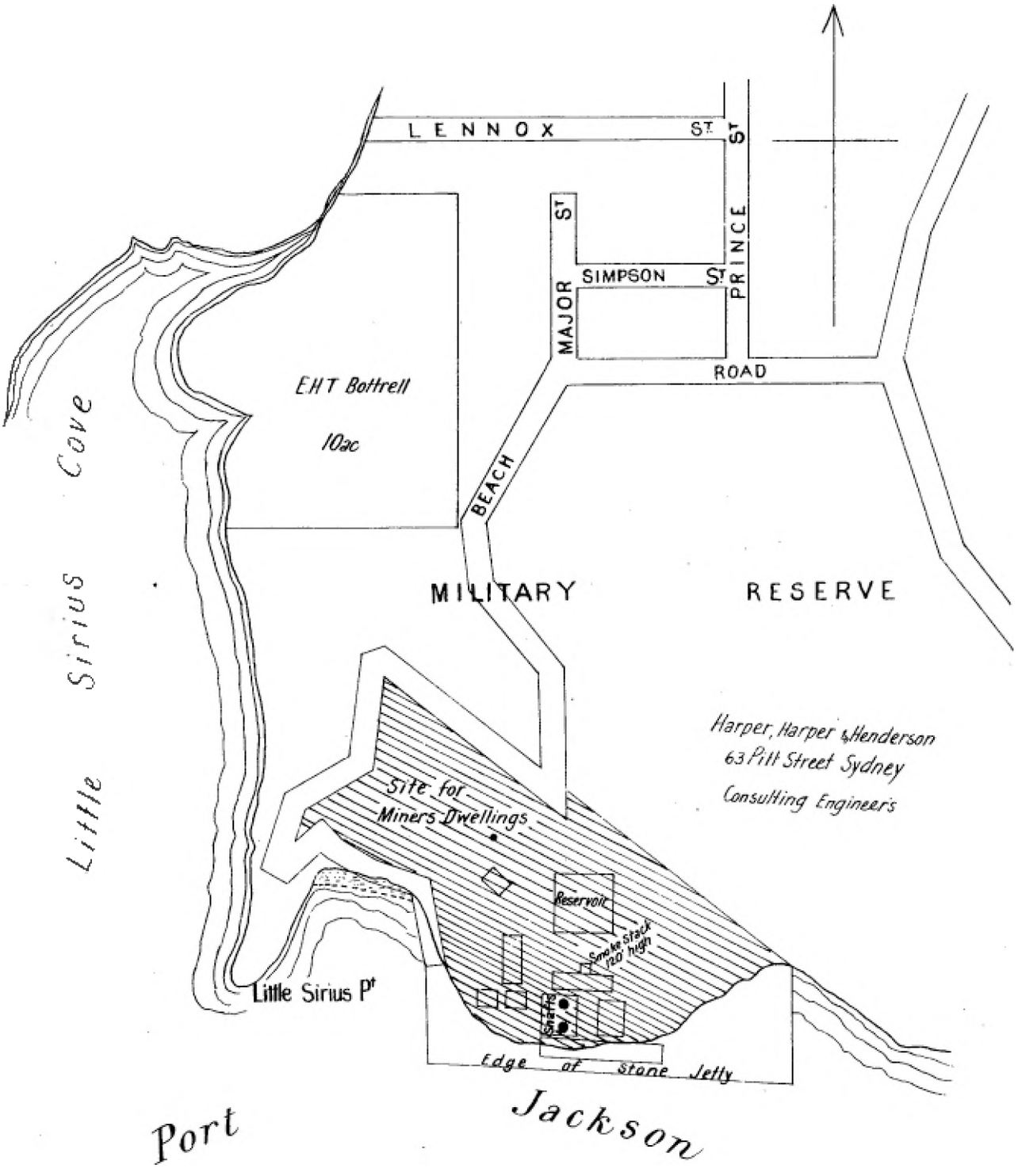

Enclosure to No. 10 Case No. 1
PARISH OF WILLOUGHBY
PARISH OF ALEXANDRIA
PORT JACKSON
M.P. 4 5816 ac. 2 rds
George's Head
Curugal or Chowder Head
CHOWDER BAY
TAYLOR'S BAY
LITTLE SIRIUS COVE
GREAT SIRIUS COVE
SHELL COVE
NEUTRAL BAY
Kurraba Pt.
Wudyong Pt.
Kiarabilli Pt.
Robertson's Pt.
Burrogy or Bradley's Hd.
Shark Pt.
Thos. Laycock
VAUCLUSE
W. C. Wentworth
Rottle & Glass
Moring
SHARK BAY
VAUCLUSE BAY
Point Piper
John Piper
DOUBLE BAY
ROSE BAY
Darling Pt.
Potts Pt.
GARDEN Is.
CLARK Is.
FARM COVE
WOOLLOOMOOLOO BAY
Tobogully or Bennelong Pt. Fort Macquarie
Yurong or Farm Cove Pt. Mrs. Macquarie's Chair
PINCHGUT Is. FORT DENISON
Scale
Chains
PHOTO-LITHOGRAPHED AT THE GOVT. PRINTING OFFICE, SYDNEY, NEW SOUTH WALES.

Enclosure to No. 2

Case No. 1

Mis. Lease Branch
94-1848 Enclosure

C.S. 94 478



Red tint on original shewn on this Map by hatching thus ////////

A.F. 10.9.95 (Sig 136)

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

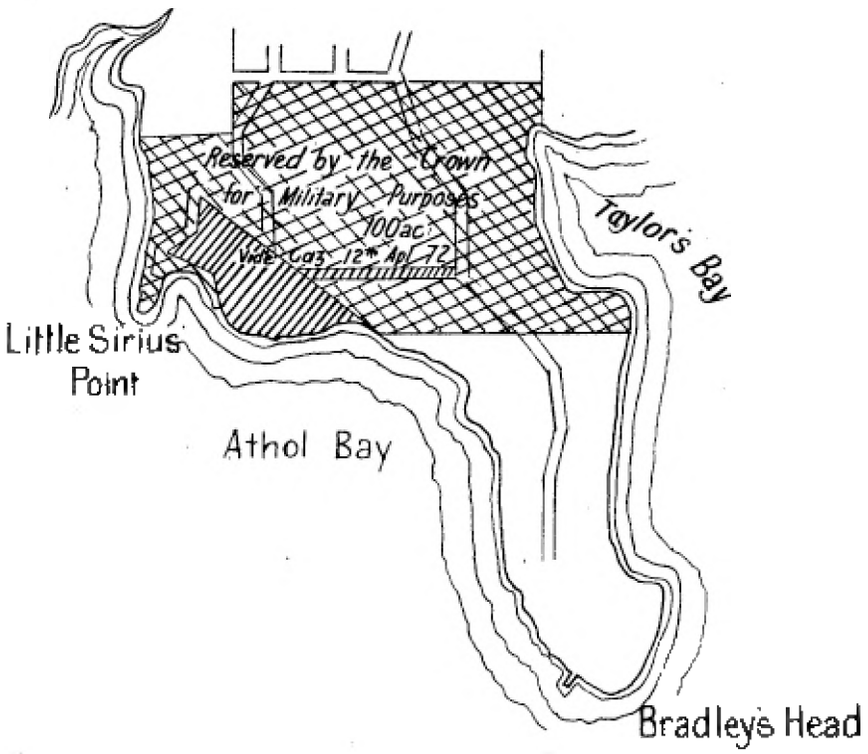
Enclosure to No. 9

Case No. 1

Misc: Lands
94 2834 Enclosure

Note:

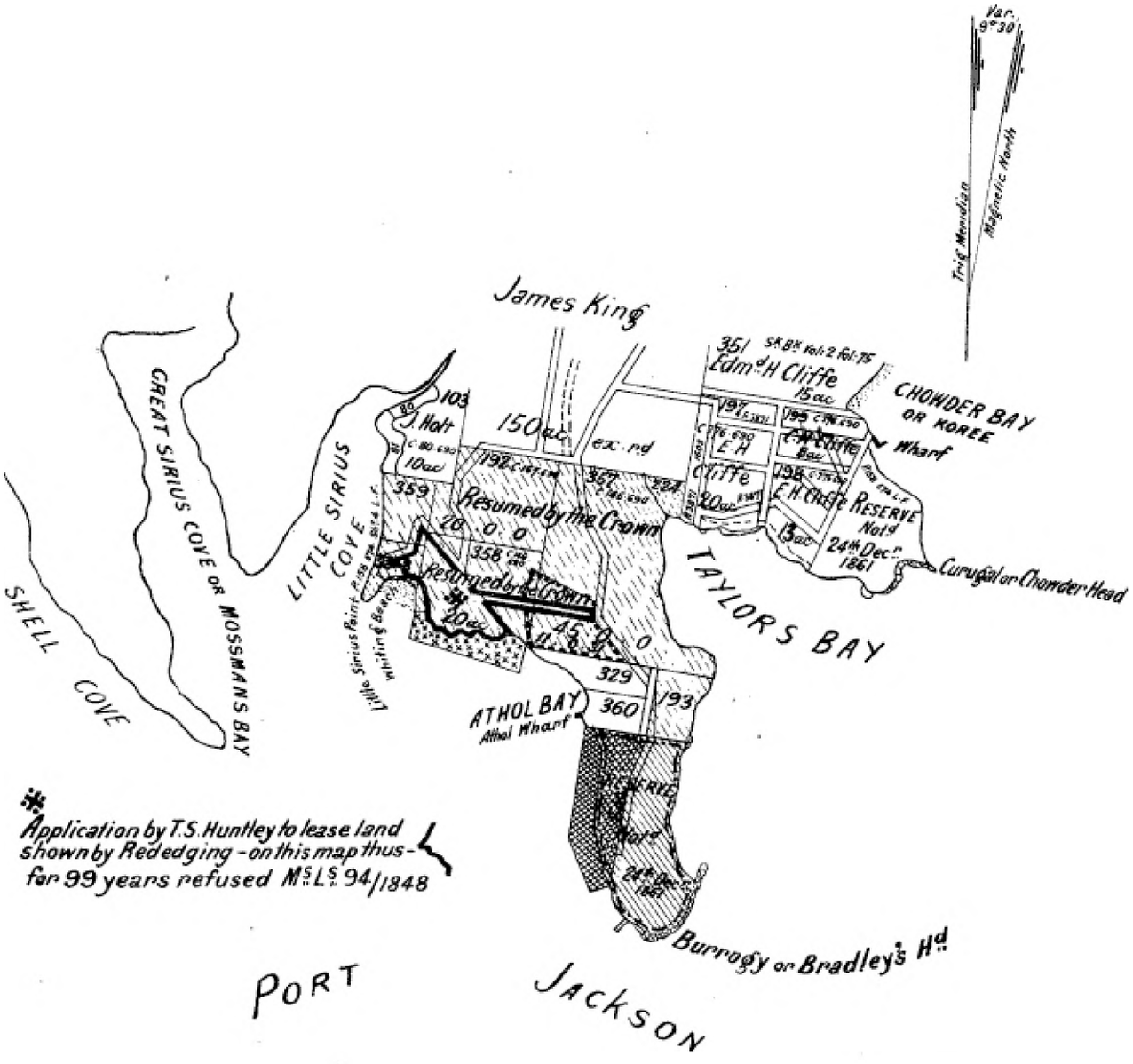
Red tint on original is indicated on this Map by hatching thus ////////
Green tint by Cross hatching thus



(Sig 136)

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

Enclosure to No. 14 Case No. 1



* Application by T.S. Huntley to lease land shown by Rededging - on this map thus - for 99 years refused Ms. Ls. 94/1848

Military Reserve under General Notice shewn by Green Edging - on this map thus

Land resumed for Defence Purposes shown by Green Tint (including Red Edging on this map thus) on this map thus

Land applied for by T.S. Huntley to be put up to Auction shown by Red Edging - on this map thus

Wharfage proposed by Sydney Harbour Collieries Co. shown by Grey shading (vide Tracing with Ms. Ls. 94/1848) on this map thus

Mineral Lease applied for by T.S. Huntley (identical with prior 28th Sec. application by same applicant) area 24 acres shown by Blue Tint - on this map thus

Mineral Lease 8 ac. same applicant shown by Blue Shading - on this map thus

Proposed site for Stock Quarantine shown by Brown Edging - on this map thus

Special Lease 94/13 for Wharfage applied for by Sydney Harbour Collieries Co. shown by Red Shading - on this map thus

Scale

0 5 10 20 40 60 Chains

(Sig. 136)

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

1895.

LEGISLATIVE ASSEMBLY,

NEW SOUTH WALES.

SYDNEY HARBOUR COLLIERIES COMPANY.

PARTICULARS RESPECTING APPLICATION OF MR. T. S. HUNTLEY, ON BEHALF OF, TO MINE UPON AND UNDER LAND AT BRADLEY'S HEAD.)

Ordered by the Legislative Assembly to be printed, 11 *September*, 1895.

Minute for Executive Council.

Recommending the approval of certain applications for mineral leases.

[95-12,041, Sydney, 16.] Department of Mines, Sydney, 11 July, 1895.

THE applications for mineral leases of Crown lands, specified in the annexed Schedule, are submitted for the approval of His Excellency the Governor and the Executive Council, in terms of the Mining Act of 1874.

His Excellency the Lieutenant-Governor and the Executive Council. S. SMITH.

SCHEDULE ALLUDED TO.

No.	Name.	Portion No.	Locality.	Area.	Period.	Date of Application.
			SOUTHERN MINING DISTRICT.			
Sydney. 16	T. S. Huntley...	M.L. 1.	County of Cumberland, parish of Willoughby.	a. r. p. 6 1 33	20 years ...	30 April, 1894.

The Executive Council approve of the recommendation herein set forth.—A. C. BUDGE, Clerk of the Council, Min. 95/37, 23/7/95. Confirmed, 30/7/95. Approved.—FREDERICK M. DARLEY, 23/7/95. *Gazette* Notice, 2/8/95. Chief Mining Surveyor for completion of action on 28th section application, 5/8/95. Mr. King, 6/8/95. Application under the 28th section may be refused.—S. SMITH, 11/9/95.

Memorandum of Agreement.

48 Vic. No. 10, No. 605, 6 August, 1895.—*Her Majesty the Queen to T. S. Huntley.*

MINERAL LEASE.—A.

THIS indenture, made the 6th day of August, in the year of our Lord 1895, between Her Most Gracious Majesty Queen Victoria, of the one part, and T. S. Huntley, of 63, Pitt-street, Sydney, in the Colony of New South Wales (hereinafter called the lessee) of the other part, witnesseth :—That in consideration of the sum of 14s., paid by the said lessee on the 30th day of April, 1894, and of the rents and royalties hereinafter reserved, and of the covenants and provisos hereinafter contained, Her Majesty doth by these presents grant and demise unto the lessee, his executors, administrators, and transferees, all that piece or parcel of land, containing by measurement 6 acres 1 rood 33 perches, and more particularly described and

delineated

delineated in the Schedule hereto, or in the plan hereunto annexed, and numbered M.L. 1, and all those mines, veins, seams, or deposits of coal, in, on, and under the said land (hereinafter called the said mine), together with all and singular the shafts, levels, drifts, works, ways, fixtures, erections, liberties, easements, advantages, and appurtenances which are now or at any time during the term hereby granted may be held, occupied, or enjoyed therewith, for the purpose of mining upon and under the said land for coal, and also with full power for the said lessee, his executors, administrators, and transferees, and his and their agents and workmen (including contractors, tributors, and so forth), to dig, sink, drive, make, and use excavations, pits, shafts, levels, tunnels, watercourses, and other works necessary for winning and raising the coal, in, on, or under the said land, and to take and appropriate the same during the term hereby granted, and to make and construct, on that portion of the surface not excepted as aforesaid of the said land, races, drains, dams, reservoirs, roads, and tramways, and also to erect, on that portion of the surface not excepted as aforesaid of the said land, all buildings, engines, furnaces, pumps, machinery, and appliances necessary for the purpose of winning and obtaining the coal, in, on, or under the said land, and for effectually carrying on the works of the said mine, and also to erect, on that portion of the surface not excepted as aforesaid of the said land, such offices, cottages, and dwelling-houses, for the use of the agents, workmen, and persons employed in the said mine and works, as the said lessee, his executors, administrators, and transferees shall think proper: To hold the said land, mine, and premises, with the appurtenances (subject nevertheless to such rights and interests as may be lawfully subsisting therein at the date of these presents), unto the said lessee, his executors, administrators, and transferees, from the date hereof, for the term of twenty years, for the purpose of mining therein or thereon, for working or winning the said coal, and for no other purpose,—yielding and paying therefor unto Her Majesty, Her heirs and successors, yearly and every year during the said term, the yearly rent of 14s., in advance, or in lieu thereof a royalty equal to 6d. per ton on all coal raised during the year, the first year's rent having been paid as aforesaid on the 30th day of April, 1894, the next payment being the rent of the said land at the rate of 2s. per acre per annum to the 5th day of August, 1897, shall be made to the Colonial Treasurer in Sydney, on or before the 6th day of August, 1896, and thereafter on or before the 6th day of August in each and every year the yearly rent aforesaid shall be paid to the Colonial Treasurer aforesaid, clear of all rates, taxes, and assessments to which the said land, mine, and premises are now, or at any time during the said term may be, subject or liable: Provided that if the royalty upon the coal raised during any year of the said term, computed at the rate aforesaid, shall exceed the rent paid for such year, such royalty, after deducting therefrom the rent paid for such year, shall be paid to the Colonial Treasurer at the expiration of the year or within one month thereafter; but if such royalty in any year amount to less than the rent paid for such year no royalty shall be demanded in respect of the coal raised during that year: Provided always, and it is hereby agreed, that if the said yearly rent or royalty shall be in arrear for thirty days after the same shall have become payable, whether such rent or royalty shall have been legally demanded or not, any officer appointed or authorised thereto by the Secretary for Mines may, by himself or his agent, enter upon the said land, and seize and distrain all minerals, metals, and ores actually got and raised from the said mine; and all machinery, apparatus, tools, waggons, carts, carriages, engines, plant, and all other goods, chattels, and effects whatsoever, in, upon, and about the said land and premises; and in every distress thus made may take away, sell, and dispose of as in cases of distress for rent reserved in common leases, and out of the moneys arising thereby retain so much as shall be sufficient to satisfy the said arrears, and which shall at the time of such sale be unpaid; and all expenses incurred by him or them in or in respect of such seizure, distraint, removal, and sale; and if there be any surplus such officer shall pay the same to the said lessee, his executors, administrators, or transferees; and the acceptance or receipt of rent or royalty by or on behalf of Her Majesty, after breach of any covenant hereinafter contained, shall not be or be deemed a waiver of the right of Her Majesty, or of the Secretary for Mines, or other officer on behalf of Her Majesty, to enforce observance of such covenant. And if the said lessee, his executors, administrators, or transferees, shall mine for or win from the said land, mine, and premises any gold, or any earth, rock, stone, quartz, clay, sand, gravel, or soil containing gold, or any mineral or metal with which gold is associated or combined, without the express sanction first had and obtained of the Secretary for Mines for the time being, the Governor, with the advice of the Executive Council, may declare these presents void, and thereupon all the right, title, and interest of the lessee, his executors, administrators, and transferees under these presents shall cease and determine both at law and in equity. And the said lessee doth hereby, for himself, his heirs, executors, administrators, and transferees, covenant with Her Majesty, her heirs and successors, in manner following, that is to say:—

1. That the said lessee, his executors, administrators, and transferees, shall and will during the said term pay unto Her Majesty, her heirs and successors, the rent or royalty hereby reserved, at the times and places hereinbefore appointed for payment thereof, clear of all deductions.

2. And shall and will, after the expiration of eleven months from the date of delivery hereof, upon and during all lawful working days, except when prevented by inevitable accident or during the execution of repairs, work the said land, mine, and premises, or the land, mine, and premises adjoining thereto and proposed to be worked in connection therewith, in the best and most effectual manner, and to the best advantage, without interruption, and shall and will with reasonable expedition make and construct all necessary works with a view to diligently explore and search for coal in, on, and under the said land, mine, or premises.

3. And shall and will, after the expiration of the said eleven months, or after the underground works shall have reached the said land, employ in the construction of the works, or in mining operations on or under the said land, during the first three years of the said term, and during the usual hours of labour, six able and competent workmen and miners at the least; and during the remainder of the said term, and during the usual hours of labour, shall and will employ as aforesaid not less than ten such workmen and miners, unless prevented by inevitable accident, or during the execution of repairs: Provided that the lessee, or if there be more than one lessee, each lessee who shall work as aforesaid, shall count as and be deemed for the purposes of these presents to be a workman or miner employed as aforesaid.

4. And shall and will during the said term effectually drain the said mine, and pump all water likely to cause injury thereto, or which would prevent or interfere with the working thereof; and if the said mine shall be affected, or be liable to be affected, by the same flow or body of water as any other mine

mine or mines contiguous thereto, shall and will, if and whenever requested so to do, contribute with the lessee or lessees or owner or owners of such other mines, a reasonable proportion of the machinery and labour necessary to free and keep such mine or mines free from water to a workable extent; or if the said mine shall be kept free from water to a workable extent either wholly or partially by means of the machinery and labour of a contiguous mine or mines, or by reason of any works constructed or money expended by the lessee or lessees, owner or owners, of such contiguous mine or mines,—then shall and will pay to such lessee or lessees, owner or owners, as aforesaid, a reasonable proportion of the cost of such machinery, labour, or works, or a reasonable proportion of the money so expended; and the Secretary for Mines for the time being may, if and whenever he shall think fit, depute some efficient person who shall have access to and inspection of all such mines, to determine when the said mine is so freed or kept wholly or partially free from water, and what are the reasonable proportions of such expenses aforesaid, and to whom and when the same are to be paid,—such decision to be final and conclusive on all parties.

5. And shall and will make such provision for the disposal of the detritus, dirt, waste, or refuse of the said mine that the same shall not be an inconvenience, nuisance, or obstruction to any roadway, river, creek, or private or Crown lands, or shall not in any manner occasion any public or private damage or inconvenience.

6. And shall and will erect, and keep erected, during the said term, a post, painted white, at each angle of the said land, and at such points along the boundary-lines as shall be necessary, so as plainly and accurately to define the boundary-lines and angles of the said land; and each such post shall be fixed firmly in the ground, and shall project above the surface thereof not less than 3 feet.

7. And shall and will keep proper books, or a book, in which shall be entered the quantity of coal raised each day from the land hereby demised, and shall enter therein as soon as known the value of such coal, and permit any officer of the Department of Mines at all times to inspect the same, and as often as required so to do during the term make and deliver to the Secretary for Mines for the time being, or any officer appointed or instructed to collect, obtain, or receive the same, all such true and proper plans, sections, returns, statements, and statistics of the workings and operations of the said mine, made up to the last day of the preceding month (the truth and accuracy of which shall be verified by the statutory declaration of the lessee for the time being, or the manager or other officer having the charge, control, and direction of the works of the said mine), as the Secretary for Mines shall from time to time direct, or as shall be required by any regulation, and shall and will whenever required by the Secretary for Mines so to do deliver to any officer appointed or instructed as aforesaid samples of the minerals, metals, and ores, or any of them, found in or upon such mine and lands.

8. And shall and will during the said term make proper and reasonable compensation to the occupier or occupiers, lessee or lessees from the Crown of any adjoining land in respect of any damage which may be sustained by him or them, by reason of the working of the said mine, or the carrying on of the works thereof or connected therewith, such compensation to be determined by the Secretary for Mines, or by some person authorised by him so to do.

9. And shall and will permit any mining surveyor, or other person duly authorised in that behalf, with all proper or necessary assistants, at all reasonable times, during the said term, quietly to enter into and upon the said land, mine, and premises, to survey and examine the state and condition thereof, and, for the purposes aforesaid, to descend all pits and shafts, and to enter into and use all adits, levels, galleries, drives, and excavations, and to use all roads, ways, engines, ropes, machinery, gear, appliances, materials, labour, and other things in or on the said land and mine, which shall be by him deemed necessary, without making any compensation for the same, so nevertheless that in so doing no unnecessary interference is caused with the carrying on of the said mining works.

10. And further, shall and will at all times during the said term keep and preserve the said mine and premises from all avoidable injury or damage, and also the levels, drifts, shafts, watercourses, roads, ways, works, erections, and fixtures therein and thereon, in good repair and condition, except such of the matters and things last aforesaid as shall from time to time be considered by a mining surveyor or other proper officer authorised by the Secretary for Mines to inspect and report upon such matters and things to be unnecessary for the proper working of the said mine or any contiguous mine, and in such state and condition shall and will at the end or sooner determination of the said term deliver peaceable possession thereof, and of all and singular the premises hereby demised to Her Majesty, her heirs and successors, or to the Warden or other officer authorised to receive possession thereof. Nevertheless the Secretary for Mines may, if he think fit, permit the lessee, his executors, administrators, and transferees, within six months after possession shall have been received as aforesaid, to enter upon the said land, and to remove therefrom such machinery, plant, and apparatus as shall have been erected and fixed upon such land, and such earth, rock, ore, mineral, or metal as shall have been won from and raised to the surface of such mine.

11. And shall not nor will use or occupy, or permit to be used or occupied, the said land, or any part thereof, for other than mining purposes, or for pasturage, or as sites for dwellings or garden ground for the persons employed in, on, or about the said mine.

12. And shall not nor will mine in or upon the said mine, land, and premises, for any mineral, metal, or ore other than coal without the express sanction of the Secretary for Mines.

13. And shall not nor will transfer, underlet, or part with possession of the said land, mine, and premises, or any part thereof, or mortgage, charge, or encumber the same, without the license first had and obtained of the Secretary for Mines for the time being: Provided always that no such license shall be necessary in cases where, by operation of law or otherwise, a sale of the said land, mine, and premises, or any part or parts thereof, is made by any person or persons entitled to sell the same for the benefit of the creditors or a creditor of the lessee or his transferees, or in cases where the lessee or his transferees desire to let the said mine and premises, or any part thereof, to be worked on tribute.

14. And shall not nor will close up or obstruct any adit or adits to or from any contiguous mine or mines, whereby fresh air is admitted or ventilation promoted.

15. And shall not nor will plead acceptance of rent or royalty by or on behalf of Her Majesty as a waiver of the right of Her Majesty, or of the Secretary for Mines, or other officer on behalf of Her Majesty, to enforce observance of the covenants herein contained, or of the right of the Governor, with the advice of the Executive Council, to declare these presents void for breach of any such covenant: Provided always and it is hereby agreed and declared in manner following:—

16. That it shall be lawful for Her Majesty, her heirs, successors, and *assigns* to make and use in, on, or under the said land, any levels, drifts, leads, shafts, watercourses, adits, roads, ways, and passages for freeing and keeping free any other lands or mines from water, or for conveying water to any other lands or mines for mining purposes or for supplying any other mines with fresh air, or for effectually working any other mines, or for any public purpose whatsoever, causing as little damage, obstruction, or interference as possible to or with the said mine and the works thereof. And if, at any time during the term hereby created, any part or parts of the land hereby demised, or any part or parts of the surface thereof, shall be required for the purpose of any township, village, railway, road, canal, watercourse, reservoir, or for any other public purpose, it shall be lawful for the Governor for the time being, with the advice of the Executive Council, on giving three months' notice of his intention so to do, to cause to be set out the part or parts of the said land or of the surface thereof which shall be so required; and as soon as the same shall be so set out, such part or parts of the said land, or of the surface thereof shall cease to be included in the land hereby demised, and the lessee, his executors, administrators, or transferees shall not be entitled to any abatement of rent or royalty, or any compensation whatever in respect thereof.

17. And if the said lessee, his executors, administrators, or transferees, shall prove to the satisfaction of the Secretary for Mines for the time being that the said mine is unworkable, or cannot be profitably worked, from any cause whatsoever, or that the lessee, his executors, administrators, or transferees is or are unable, by reason of sickness or other sufficient cause, to work in such land or mine, or that the supply of water is insufficient to allow the working of the said land, mine and premises to be profitably carried on, the said Secretary for Mines may grant permission to suspend work therein or thereon, for any period not exceeding six months, without the lessee, his executors, administrators, or transferees incurring in respect thereto any forfeiture or penalty for breach of any covenant herein contained.

18. And, lastly, that if the lessee, his executors, administrators, or transferees shall at any time during the said term fail to use such land *bona-fide* for the purpose for which it has been demised, or if and whenever the said rent or royalty shall be in arrear for thirty days after the time appointed for payment thereof, whether the same shall have been legally demanded or not, or if and whenever there shall be a breach of or non-compliance with the covenants and provisos herein contained by the lessee, his executors, administrators, or transferees, and the lessee, his executors, administrators, or transferees shall not have obtained from the Secretary for Mines for the time being permission to suspend work as aforesaid, in case the breach shall have been for non-compliance with the covenants for the employment of workmen or miners, or for the working of the mine, the Governor, with the advice of the Executive Council, who alone and finally shall judge and determine the matter upon the evidence or reports submitted by the Secretary for Mines for the time being may declare these presents void, and upon publication in the *Government Gazette* of notice of such declaration, all the right, title, and interest of the lessee, his executors, administrators, and transferees under these presents shall cease and determine both at law and in equity; and the production of a copy of the *Government Gazette* containing a notice purporting to be signed by the Secretary for Mines, declaring the lease void, shall be conclusive evidence in all Courts whatsoever in the Colony of New South Wales of a breach of or non-compliance with the covenants and provisos herein contained sufficient to authorise and sustain such declaration having been lawfully made, and that the interest created hereunder has been lawfully determined; and thereupon it shall be lawful for Her Majesty, her heirs and successors, or her or their agents or officers, or for any bailiff or other person duly authorised thereto, or for any holder of a mineral license who has the permission of the Secretary for Mines for the time being, without any previous demand whatsoever, to enter forthwith into and upon the said land and premises hereby granted, and the same to repossess and enjoy as fully and effectually to all intents and purposes as if these premises had not been made, and the said lessee, his executors, administrators, and transferees to expel and remove, without any legal process, and as effectually as the sheriff might do in case judgment in ejectment had been obtained and a writ of *habere facias possessionem* had been issued on such judgment; and in case of such entry and any legal proceeding taken in respect thereof, the defendant or defendants in any such proceeding may plead leave and license in bar thereof; and these presents shall be conclusive evidence of such leave and license by the lessee, his executors, administrators, and transferees, or other the person or persons, plaintiff or plaintiffs in such proceedings, for such entry or other matters complained of in such proceedings.

In witness whereof, His Excellency the Honorable Sir Frederick Matthew Darley, Knight, Lieutenant-Governor of the Colony of New South Wales and its Dependencies, hath, on behalf of Her Majesty the Queen, caused the Seal of the said Colony to be affixed to this grant, and also set his hand, at Government House, Sydney, in the said Colony, the day and year first above written, and the lessee has also set his hand and seal, the 12th day of August, 1895.

FREDK. M. DARLEY,
Lieutenant-Governor.

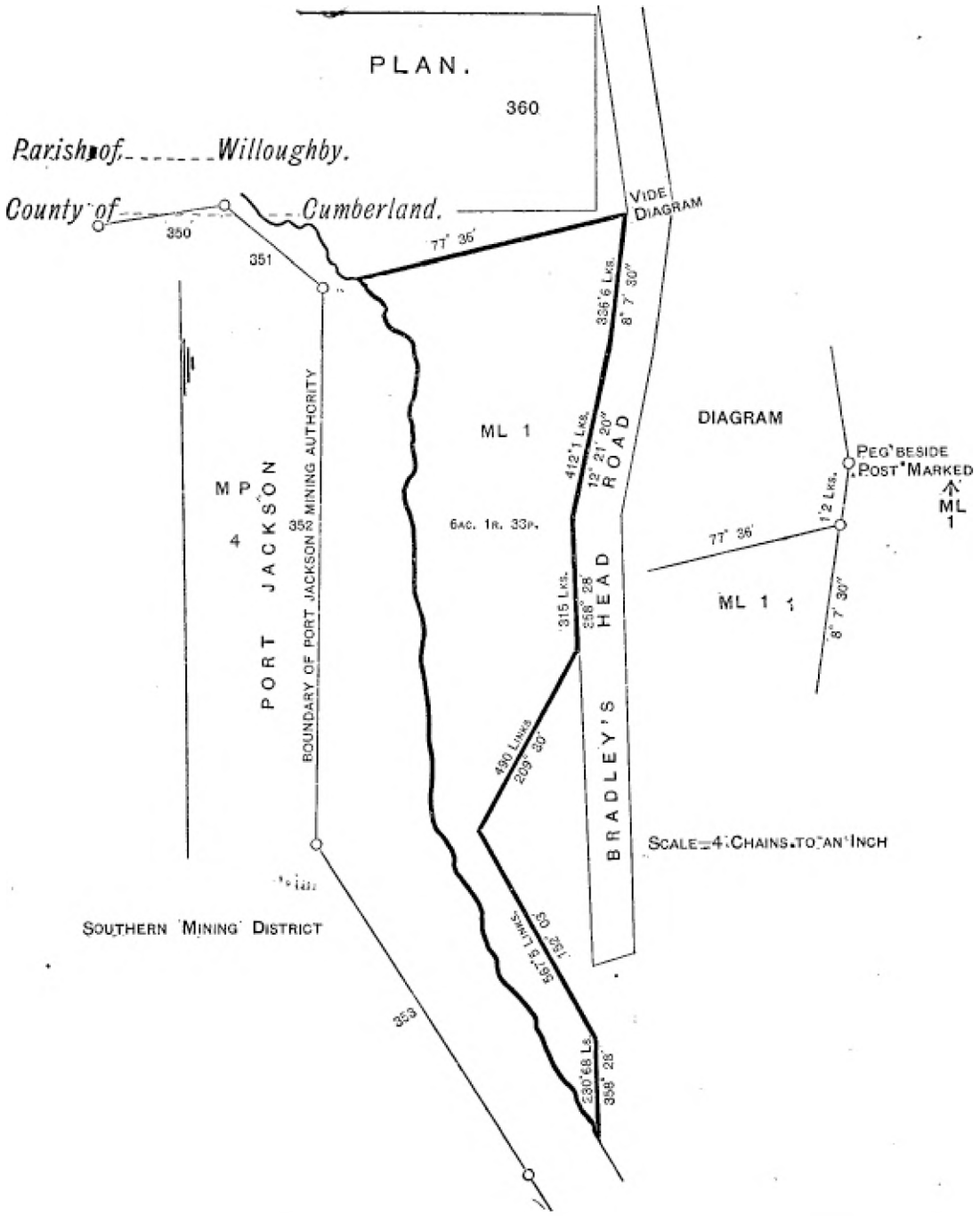
SYDNEY SMITH.

Signed, sealed, and delivered by the within-named T. S. Huntley, in the presence of,— } T. S. HUNTLEY.

JOHN L. DUNNE,
Mines Department.

PLAN.

5



Registered in the Department of Mines, at Sydney, this 22nd day of August, A.D. 1895, at the hour of 10 o'clock in the forenoon, and numbered in the Register, 605 (48 Vic.).

EDGAR H. RAY,
Registrar.

Minute Paper.

It will be seen from a perusal of the attached papers that Mr. Huntley, representative of this company, made application in March, 1894, for permission to mine on and under 24 acres of Bradley's reserve. This application having been published in the *Gazette* on four occasions, and also in the Sydney newspapers, and no objection having been lodged, it was referred to the Lands Department and the Military authorities. In April of the same year Mr. Huntley applied to the then Minister for Mines, and asked permission to apply for a lease of a less area than 40 acres, viz., 8 acres, part of Bradley's Head. The Minister, Mr. Slattery, on the 5th May, 1894, consented to the application being made for the reduced area. In June, 1894, a communication was received from the Chief Secretary's Department, intimating that the late Chief Secretary, Sir George Dibbs, had no objection to the company placing their works on part of Bradley's Head. This matter was then referred back to the Mines Department. Subsequently, the present Minister for Lands, Mr. Carruthers, was asked if there was any objection to the granting of this lease. He objected, as the papers will show, for various reasons, and the matter was allowed to stand over. Further representations having been made to the Mines Department by Mr. Huntley, the papers were again submitted for the consideration of the Minister for Lands. Mr. Huntley afterwards wrote to the Under Secretary for Lands, requesting that approval be given, as far as that Department was concerned, to the granting of the mineral lease for part of Bradley's Head, viz., 8 acres. In that letter Mr. Huntley mentioned that the company had endeavoured to secure a site, but had failed to obtain one, hence the necessity for this application. It appears also from Mr. Houston's minute, that he subsequently called at the Lands Office, and again represented the inability of the company to secure a piece of land to enable them to carry on mining operations. On the strength of these further representations the

the Minister for Lands approved of the withdrawal of his objection, and the papers were then submitted to me for final decision. In view of the representations made to this Department, as well as to the Lands Department, and the approval given by the previous Government, I consented to the issue of the lease, subject to the right of the Government at any time, by giving three months' notice, to resume any part or parts of the surface for any public purpose.

It has also been urged upon the Government that the surface of this land should be reserved for the use of the public, and in view of the importance of the question involved, I purpose submitting the matter for decision of the Cabinet. S. SMITH.

E. M. Clark, Esq., M.P., to The Minister for Mines and Agriculture.

Dear Sir, Parliament House, Sydney, 2 September, 1895.

I shall probably move the adjournment of the House this week on the subject of the leasing of Bradley's Head and other portions of the harbour to T. S. Huntley and the Sydney Collieries Company by your Department, and desire to give you the necessary notice. Yours faithfully,

EDWARD M. CLARK.

E. M. Clark, Esq., M.P., to The Minister for Mines and Agriculture.

Dear Sir, Parliament House, Sydney, 2 September, 1895.

I desire to ask you the following question to-morrow (Tuesday) without notice:—

1. What is the area granted to T. S. Huntley as a mineral lease at Bradley's Head, and the rental (if any) paid by the lessee?

2. Will you take steps to prevent an excess of the area granted being cleared or used by such lessee? Yours faithfully,

EDWARD M. CLARK.

Area—6 acres 1 rood 33 perches; Rent deposited, 5s. per acre; Annual rent, 2s., being upon a reserve.

T. S. Huntley, Esq., to The Under Secretary for Lands.

Lands Department, consenting to granting mineral lease application No. 16, Sydney.

[Lands, 95–5,186.]

Sir, 63, Pitt-street, Sydney, 28 June, 1895.

Referring to my application for a mineral lease at Bradley's Head, on behalf of my company, I have the honor to ask that it may be favourably dealt with by the Honorable the Minister for Lands, and that the application may be proceeded with as early as possible by the Honorable the Minister for Mines.

T. S. HUNTLEY,
Manager, Sydney Harbour Collieries (Limited).

P.S.—My company have tried to obtain a site elsewhere, but have not been successful; hence the necessity for this application.—T.H.

This letter is confirmatory of the statements made to the Minister this morning by Mr. A. S. Huntley with reference to the company's (Sydney Harbour Collieries, Limited) negotiations for acquiring a site for their mining operations from private owners, having failed. In view of this and the important character of the enterprise, the Minister has, I understand, decided to withdraw his objection to the company's application so far as the site referred to in the within correspondence is concerned. Submitted for formal approval.—W. Houston, 28/6/95.

Yes; this is so. Approved.—J.H.C., 28/6/95. To the Under Secretary for Mines and Agriculture, 28/6/95. Action upon the application may now proceed and be expedited.—H.W., 29/6/95. Approved.—S. Smith, 3/7/95. Is there sufficient data to excise from portion mineral lease 1 the part on the north channel by the proprietors of Athol Gardens?—H.B.S., 3/7/95. To James Martin; urgent.

T. S. Huntley, Esq., to The Under Secretary for Mines and Agriculture.

[Mines, 94–6,662.]

Sir, Sydney Harbour Collieries Company (Limited), Sydney, 30 April, 1894.

I have the honor to ask that, on behalf of this company, I may be allowed to make application for a mineral lease, for a coal-mining purpose, on an area of less than 40 acres, on a reserve at Bradley's Head. Yours, &c.,

T. S. HUNTLEY.

Application may be lodged for less area than 40 acres.—H.W., 3/5/94. Submitted.—W.R.C. Approved.—T.M.S., 5/5/94. Mineral lease application 16, Sydney, herewith, by T. S. Huntley. Time for commencing work after granting of lease is eleven months. Submitted.—W.R.C., 21/5/94. Ask applicant to state why so long a period is necessary before commencing work.—H.W., 22/5/94. T. S. Huntley asked, 29/5/94.

Office Memorandum.

[Mines, 89–2,981.] 39, Castlereagh-street, 18 May, 1894.

Appendix A. Duplicate tracings of one survey (particulars of which are given below) are herewith forwarded to the District Surveyor at Sydney, with a request that he will, at his earliest convenience, transmit to the Chief Mining Surveyor, Sydney, one tracing of each portion marked "Land not available," or "Land available for mining purposes," according as the land is or is not the subject of any prior application under the Land Act. In the former case, the nature and extent of the encroachment should be shown.

Particulars of surveys referred to.

Portion No.—Mineral Lease 1; Parish—Willoughby; County—Cumberland; Applicant—T. S. Huntley; Area—8 acres.

J. M. CONROY,
Mining Surveyor.

Application by T. S. Huntley (M.L. 1) for mineral lease. This land forms part of the reserve at Bradley's Head, which has been made the subject of a special report (No. 94-429) of 17th instant, on papers Ms. 94-2,854, Dep., in respect of an application by Sydney Harbour Collieries, under 28th section, Mining Act.—E. Twynam, D.S., 23/5/94. No. 486. The Chief Mining Surveyor.

Form

FORM B.

Application No. 16, at Sydney, for a Mineral Lease.

1. By whom application was received.—Warden's Clerk, Sydney.
2. At what place.—Sydney.
3. Date and hour when received.—2 p.m.
4. Receipt for first year's rent, No. 2.—Date, 30th April, 1894.
5. To whom receipt was issued.—T. S. Huntley.
6. Date when notice to survey was sent to Chief Mining Surveyor.—30th April, 1894.
7. Names of objectors, and dates on which they lodged their objections. ——
8. Dates of inquiry. ——
9. Is the time proposed for commencing work reasonable? ——
10. Is the number of men proposed to be employed reasonable?—Yes.

EDGAR H. RAY,
Warden's Clerk, Sydney.

Questions to be answered by Applicants to Lease.

WHEN receiving an application to lease land for mining purposes, the Warden, Warden's Clerk, or Land Agent, as the case may be, shall require the applicant or applicants, or his or their agent, to answer the following questions, and shall take down such answers in writing. The statement when complete, to be read over to, and signed by, the person furnishing the answers:—

1. * Were you or each of you (applicants) the holder of a miner's right in force at the date of taking possession of the land referred to in application No. ? ——
2. * Do you produce them? ——
3. What was the date and hour of the day when you took possession of the land referred to in application No. 16?—10 o'clock in the forenoon, 28th April, 1894.
4. Did you take possession by erecting posts and cutting trenches at each angle of the land?—Yes.

If No. 4 be replied to in the affirmative, then 5, 6, and 7.

5. What was the diameter of the posts?—Six inches.
6. How high did they project above the surface when fixed in the ground?—Six feet.
7. What was the length of each arm of each trench, and what was the depth of each trench?—Six feet each arm; 9 inches deep.
8. If a substitute for post or trench was used, describe it?——
9. At which angle of the land is the datum post fixed?—North-west.
10. Did you affix a board or metal plate to the datum post?—Yes.
11. What was written or painted on each board or plate?—Applied for under mineral lease by T. S. Huntley.
12. Where did you post the notices, Schedule 1?—Outside Mines Office and Military Road, North Sydney.
13. When did you post such notices?—30th April, 1894.
14. Did anybody claim or appear to be in possession of the land applied for, or any portion of it?—No.
15. Did you serve notice in the form Schedule 1 upon every such person; and when?—No one in possession.
16. Have you obtained the consent of every such person to the granting of the lease for which you apply? ——

I, T. S. Huntley, on behalf of , 63, Pitt-street, declare that the foregoing questions have been answered by me truthfully in every particular, and the answers thereto have been read over to me, and are correctly taken down in writing.

T. S. HUNTLEY.

Witness to signature,—EDGAR H. RAY.

* In regard to an application for a gold lease.

Attention is drawn to question 7, as to depth of trench. The Warden's Clerk.—R.H.O. (for U.S.), 15/5/94. Should be 9 inches deep; now corrected.—E.H.R., 16/5/94.

T. S. Huntley, Esq., to The Minister for Mines and Agriculture.

MINERAL LEASE REGULATIONS.

Schedule 2.

Form of Application.

Sir, Sydney, 30 April, 1894.

I hereby make application for a mineral lease of that piece or parcel of land situated at Bradley's Head, Port Jackson, containing 8 acres, of which I took possession on the 28th day of April, at the hour of 10 o'clock in the forenoon, for the purpose of mining thereon and therein for coal for a period of twenty years, by cutting trenches and erecting posts at each angle thereof. The datum point is distant 7 chains in a westerly direction from Bradley's Head Road.

Notice of my having made this application will be given in accordance with the regulations in that behalf, and I hand herewith a list of the persons who occupy or claim a right to the land aforesaid, or any part thereof, together with such consents as I have obtained. I also hand herewith the sum of £2, being the first year's rent in advance of the said land, and the sum of £4 to cover the cost of survey; and I hereby acknowledge that this application is made upon the distinct understanding and condition that if I shall abandon or fail to proceed with it, or if it is refused, the Secretary for Mines for the time being may deduct from the sum of £6 deposited as aforesaid, any cost to which in his opinion the Crown may have been put in or about or in respect of this application; and this application shall thereupon become and be void, and the possession aforesaid shall cease and determine. And if the lease shall be granted, I shall and will commence mining operations upon or in connection with the demised land within eleven months from and after the granting thereof, and shall and will employ upon such land not less than six

men

men during the first three years of the term thereby created, and not less than ten men during the remainder of such term. And shall and will at any time when called upon in terms of the regulations relating to mineral leases to do so, execute, and take delivery of such lease, or failing therein for a period of fourteen days, after being so called upon, I shall and will forfeit the said sum of £6, and all right, title, or interest, in and to the said land and the possession thereof, and the said lease shall be forthwith cancelled.

I have, &c.,
T. S. HUNTLEY,
63, Pitt-street, Sydney.

This application was received by me this 30th day of April, 1894, at the hour of 2 o'clock in the afternoon, and is numbered 16.—EDGAR H. RAY, Warden's Clerk, Sydney.

MINERAL LEASE REGULATIONS.

Schedule 6.

Notice of Application and Deposit.

Sir,

I have the honor to inform you that I have this day deposited with the Registrar at Sydney the sum of £2, being the first year's rent in advance of 8 acres of land at Bradley's Head, Port Jackson, for the purpose of mining for coal, and the sum of £4, being the fees for survey of the said land. The No. of my application is 16, Sydney.

I have, &c.,
T. S. HUNTLEY,
63 Pitt-street, Sydney.

The Under Secretary for Mines, Sydney.

The area granted to T. S. Huntley as a mineral lease at Bradley's Head is 6 acres 1 rood 33 perches. The rental is 2s. per acre.

The total rent payable under lease and authorities is £550 8s.

Royalty payable to the Crown if the colliery prove a success will amount to £3,429,062.

No. 2.—Cremorne Bore.

Professor T. W. E. David, B.B., F.G.S., and E. F. Pittman, A.R.S.M., Government Geologist, report that the thickness and quality of the seams of coal far exceed the expectation of the most sanguine. It is suitable for steaming purposes, and is superior to Illawarra or southern coal.

During the last fifteen years several diamond-drill bores have been put down in or near Sydney—viz., Newington, Holt-Sutherland, Moore Park, Camp Creek, Heathcote, Narrabeen, Rose Bay, Liverpool—with varied success, but through the enterprise and a large expenditure of money by the Sydney Harbour Collieries, in persevering with the Cremorne bore, it is now an established fact that large coal beds underlie Sydney and its harbour.

Several authorities have been granted to the company, including land at Bradley's Head, to enable them to mine, as they could not work this land without obtaining land on which to sink their pits.

The company's workings will be under the waters of the harbour, and as they failed to obtain any private land for this purpose, application was made to the Department for sufficient land for such purpose, and after consulting the military authorities and the Lands Department a lease of 6 acres was granted.

Sydney Harbour Collieries (Limited), 63 Pitt-street, Sydney, 30 April, 1894.

Description of Land, Bradley's Head.

MINERAL LEASE APPLICATION.

ALL that parcel of land, being part of a reserve notified 24th December, 1861, situate near Athol Bay, Port Jackson, in the parish of Willoughby, county of Cumberland: Commencing at the intersection of high-water line of the western end of the south boundary of Mr. Ferrier's 4-acres, and bounded on the north by that boundary; thence on the east by the western side of Bradley's Head Road for a distance of 18·04 chains; thence on the south by a line to a post erected according to the Act at high-water mark; thence on the west by high-water mark, to the point of commencement.

Office Memorandum.

Mineral lease application No. 16, at Sydney, mineral lease 1, parish of Willoughby, county of Cumberland.

Charting Branch, Department of Mines, 10 November, 1894.

Re above measurement, a tracing was forwarded to the Metropolitan District Surveyor for his report on 3rd October.

The Metropolitan District Surveyor's attention is invited to the fact that more than a month has elapsed since the tracing was forwarded, and he is requested to report upon same at his earliest convenience, as the issue of lease is delayed pending receipt of same.

P. R. DRUMMOND,
(*Pro* Chief Mining Surveyor).

The Metropolitan District Surveyor.

The matter referred to above received my immediate attention, and was the subject of my minute of 12th ultimo to the Under Secretary for consideration by the Minister for Lands.—EDWARD TWYNAM, District Surveyor, 15/11/94.

Where is the paper with the Metropolitan District Surveyor's minute.—H.B.S., 20/11/94. Mr. Martin. The Lands Department may be asked to expedite the Metropolitan District Surveyor's report.—H.B.S., 24/11/94. Submitted, Under Secretary. Approved.—R.H.O. (*per* U.S.), 28/11/94. Under Secretary for Lands asked, 1/12/94.

Office

Office Memorandum.

Proposed mineral lease at Bradley's Head.

[Mines, 95-1,163.] Department of Lands, 14 January, 1895.

THE later minutes of the Mines Department on 94-6,993 Misc. (next paper), are submitted in connection with the Minister's minute of 7th ultimo thereon.

J. C. O'DWYER,
Head of Miscellaneous Branch.

Submitted for the Minister's perusal.—H. CURRY, Assistant Under Secretary, 15/1/95.

The company have made other arrangements, and propose to reclaim the frontage to the Cooper property, by arrangement with the proprietors. The papers are with the Crown Solicitor for preparation of bond.—WILSON, Acting Under Secretary, 16/1/95.

The Mines Department has made no answer to my minute. The fact that the Sydney Harbour Collieries Company is applying only shifts the ground a trifle. They have now enough to work without trying to get everything workable.—J.H.C., 17/1/95. To the Under Secretary for Mines.

Ask Mr. Huntley to call anent this application.—R.H.O., 24/1/95. T. S. Huntley asked, 28/1/95. Remind.—R.H.O., 5/3/95. Reminded, 7/3/95. Forwarded to Chief Mining Surveyor in connection with same applicant's 28 section application for part of Bradley's Head reserve. Return in twenty-one days.—W.R.C., 20/3/95.

Mr. District-Surveyor Twynam to The Under Secretary for Lands.

Inquiry by Mines Department as to any objection to mineral lease No. 16, at Sydney, by T. S. Huntley.

[Mines 94-16,132.] 26 September, 1894.

REFERRING to accompanying memorandum from the Chief Mining Surveyor, requesting to be informed whether a certain part of the reserve at Bradley's Head is or is not available for mining purposes, according as the land is or is not the subject of any prior application under the Lands Act, I would state that the area in question is Crown land, reserved from sale under the general notification of the 24th December, 1861, and that lately the Minister decided to refuse to entertain an application for purchase of the same.

It seems to be very doubtful what surface rights are conveyed by a mineral lease, but under the Mining Act Amendment Act, 48 Victoria No. 10, it is provided that every such lease shall be subject to such covenants and conditions "as may, in the opinion of the Governor, be necessary for proper protection of the surface," &c.

As to the application, I am of opinion that there might be no objection to removal of the stratum of coal, which is at a great depth, but that in respect of the surface of the land, I understand the object of the late decision to be that there shall be no interference therewith. Probably, it might be judicious to advise the Under Secretary for Mines accordingly.

It may be opportune to direct attention to the form of this memorandum from the Chief Mining Surveyor, which appears to me to be inappropriate for the purpose desired.

E. TWYNAM,
District Surveyor.

To the Under Secretary for Mines. Under Secretary for Lands, B.C., 29/9/94.

The report is rather vague on the general question "whether this part of Bradley's Head reserve is available for, or not available for, mining purposes, nor has the tracing herewith been marked to that effect. The District Surveyor opposes interference with surface, but this application is for the use of the surface to sink shafts, &c., for mining purposes, nor has he reported whether Ferrier Bros. claim, or have any title, to the fenced area embraced by the survey under this application. Submitted, that a further report may be asked for.—P.D., B.C., 3/10/94. To the Lands Department.

The Metropolitan District Surveyor is requested to state whether any of the land embraced by portion mineral lease 1 has been alienated, as I understand Ferrier Bros. claim some on the south side of portion 360.—H.B.S., 5/10/94. To the Metropolitan District Surveyor.

In the circumstances of this land, which are altogether of special character, I decline to commit myself to an opinion as to whether the land is or is not available for mining purposes. It seems to me to be a question of policy rather than of fact, and therefore should be brought under consideration of the Minister, for whose perusal my report of the 26th September was intended.—E. TWYNAM, 12/10/94. To the Under Secretary for Lands.

At the present juncture I do not consider it expedient to permit any mining rights to be acquired over or under any of the reserves on or adjacent to Sydney. It is wise to await the result of the present attempt to develop the coal measures by the Sydney Harbour Coal Company before dealing definitely with further applications. The concessions may be worth thousands of pounds or nothing at all, and it is just as well to wait and see the results of present endeavours, which will give a good guide as to value. The danger of present dealings now is that speculators will step in, not to work the properties, but to take the chances of market values of the rights they acquire. For these reasons I oppose the granting of any further mineral leases under our harbour reserves.—J.H.C., 7/12/94.

To the Under Secretary for Mines, B.C., 8/12/94.

This minute of the Honorable the Minister for Lands is submitted, but attention is invited to the fact that this application 16, Sydney, is on behalf of the Sydney Harbour Collieries Company (Limited), which is the company the Honorable the Minister for Lands refers to as being likely to develop the coal measures under the harbour.—W.R.C., 19/12/94.

Submitted.—H.W., 21/12/94. Approved.—S. SMITH. Forward for the information of the Minister for Lands.—H.W., 9/1/95. To the Under Secretary for Lands.—H.W., B.C., 9/1/95.

Notice

Notice to make Survey.

Sir, Department of Mines, Sydney, 30 April, 1894.

No. of application, 16; lodged at Sydney; area, 8 acres; name and address of applicant, T. S. Huntley, 63, Pitt-street, Sydney.

An application for a mineral lease, particulars as per margin, having been lodged in this office, I request you will be good enough to survey, in accordance with the regulations relating to mineral leases, the area so applied for, and to furnish me at your earliest convenience with a plan and report.

Your attention is particularly directed to the regulations for mineral leases, numbered respectively 2, 3, 12, 13, and 14 [or to the regulations relating to gold-mining leases, numbered respectively 1, 2, 3, 4, 5, 14, and 15].

I have, &c.,
H. B. SULLIVAN,
Chief Mining Surveyor.

Copy of description of the land as given in the application :—Bradley's Head, Port Jackson (as per sketch herewith). Description also herewith.—H.B.S.

Parish of Willoughby; Number—Mineral lease 1; available.—E.V.B., 5/5/94. Replied to by letter No. 5, of 16th May, 1894.—J. M. CONROY, Mining Surveyor.

Mr. Mining-Surveyor Sullivan to The Metropolitan District Surveyor.

[Mines, 89/2,981.] Charting Branch, Mines, 21 September, 1894.

A DUPLICATE tracing of one survey (particulars of which are given below) are herewith forwarded to the Metropolitan District Surveyor at with a request that he will, at his earliest convenience, transmit to the Chief Mining Surveyor, Sydney, one tracing of each portion marked "Land not available," or "Land available for mining purposes," according as the land is or is not the subject of any prior application under the Land Act. In the former case, the nature and extent of the encroachment should be shown. A speedy report is requested, as the matter is very urgent.

H. B. SULLIVAN,
Chief Mining Surveyor.

Particulars of surveys referred to.

Portion No.—Mineral lease 1; Parish—Willoughby; County—Cumberland; Applicant—T. S. Huntley; Area—8 acres.

[Mines, 95/5,214.]

Sydney Harbour Collieries (Limited). Mineral lease application 16, Sydney, 95-1,163. Application 384, 28th section, 94-12,309.

Appendix B.

It is submitted as to what further action should be taken on the above applications, in view of the Hon. the Minister for Lands' minute upon papers 95-1,163.—P.D., 21/3/95. To the Under Secretary for Mines.

The Hon. the Minister for Lands, in his minute of 17th January, 1895, says no answer has been made to his minute of 7th December, 1894. I may perhaps be permitted to say that the lastnamed minute was understood to object to the granting of rights to speculators who might hold such rights until they became valuable through the operations of the Sydney Harbour Collieries (Ltd.), and under that impression the memo. forwarded by me on the 9th January last was thought to be an answer. Up to the present time the company has acquired from the Crown no right to occupy any land for mining purposes except such as is under water, and it is quite clear that some land above water level will be necessary for the construction of pits and other works, and, as I understand, that is the object of the within applications.—H.W., 23/3/95.

The papers may be forwarded for the consideration of my hon. colleague, the Minister for Lands.—S. SMITH.

The minutes of the Mines Department on this paper are submitted in connection with the Minister's minute of 17th January last on 95-460 Misc. Dep.—J. C. O'DWYER, Head of Misc. Branch, 2/4/95.

The arrangements sanctioned by me for reclamations in front of Cooper's Estate were made on the assumption that the company had obtained land on the Cooper estate for its operations. Bradley's Head should not be dealt with.—J.H.C., 9/4/95.

Please note and return U.S. Lands, 10/4/95. To the Metropolitan District Surveyor. Noted in D.S. Office. Papers now returned.—T.O., 8/5/95. To the Mines Department, B.C., Lands, 13/8/95.

Submitted with a view to a decision whether, in consequence of the decision of the Hon. the Minister for Lands, the within applications shall be refused. I venture to point out that, so far as is known in this Department, the company has no land upon which to sink pits, and the refusal of the within application may result in serious consequences. I think, in any case, the application should not be refused till it is known that the company has acquired other land on which to sink.—H.W., 16/5/95.

Submit in a month.—S. SMITH, 17/5/95.

The Under Secretary for Mines and Agriculture to The Under Secretary for Lands.

[Mines, 94/15,164.]

Sir, Department of Mines and Agriculture, 6 September, 1894.

I have the honor to request that you will be so good as to cause action to be expedited with regard to mineral lease application 16, Sydney, for mineral lease 1, parish of Willoughby, county of Cumberland, and have papers in connection with same, numbered 94-8,728, Mines, returned to this Department as soon as possible.

I have, &c.,
HARRIE WOOD,
Under Secretary.

The papers (94-4,082, Misc. Department, Lands) were returned to the Mines Department on the 6th ultimo. The Under Secretary for Mines. Papers in *re* mineral lease application 16, Sydney, herewith.—W.R.C., 17/9/94. To Mr. Martin.

The report from the military authorities with the 28 C.L. application 384 (papers 94-10,270) may be accepted as applying to this application, but it does not dispense with the necessity of a definite report from the District Surveyor. There is some doubt whether the survey under this application does or does not encroach upon portion 360, a freehold of 4 acres, held by Ferrier Bros., known as Athol Gardens,

Gardens, which the District Surveyor's report is expected to settle. Submitted that the accompanying form and tracing be forwarded to Lands with a request for the usual report.—P.D., 20/9/94. To the Chief Mining Surveyor.

The Metropolitan District Surveyor furnished with tracing, and asked for a speedy report.—H.B.S., 21/9/94. To Mr. Martin. Report received from Metropolitan District Surveyor, 3rd October, and returned to him for further information same date. Metropolitan District Surveyor reminded 10th November.—H.B.S.

List of authorities held to mine in the vicinity of Sydney.

No.	Date.	Names.	Description.	Area.		
				a.	r.	p.
892	20 April, 1894	The Sydney Harbour Collieries (Limited), in lieu of authority issued in 1879.	Part of Port Jackson, known as Middle Harbour, portion M.P. 5, county Cumberland.	1,535	0	0
893	,, 1894	do do ...	Part Sydney harbour, portion M.P. 4, of Port Jackson, county Cumberland.	5,816	2	0
897	31 July, 1894	Herbert Harper	Part Parramatta River and Lane Cove River, portion M.P. 6, exclusive of Cockatoo Island, Spectacle Island, and Rodd Island.	1,743	0	0
903	10 Sept., 1894	W. James Atkinson	Part Parramatta River, portion A.M.P. 7	1,073	2	0
884	5 Mar., 1894	John Coghlan and Mary Alice Kirby.	Moore Park, parish Alexandria, county Cumberland.	488	0	0
M.L. 605	6 Aug., 1895	T. S. Huntley.....	Bradley's Head	6	1	33

All the applications by or on behalf of the Sydney Harbour Collieries within the harbour have now been refused.—W.R.C., 11/7/95.

[Mines, 94–14,653.] Charting Branch, Mines, 1 September, 1894.

Mineral lease application 16, Sydney, for mineral lease 1, parish of Willoughby, county of Cumberland; papers 94–8,728.

The above papers were recalled from this Branch to Records, 22/5/94, and are now noted to Lands, 22/5/94. Submitted that Lands be asked to expedite action, and return papers at earliest convenience. The Chief Mining Surveyor.

94–8,728, T. S. Huntley, Esq., Sydney Harbour Collieries, will commence work within three months after executing mineral lease application 16, Sydney. Lands, 22/5/94. Submitted.—H.B.S., 3/9/94. The Under Secretary. Approved.—R.H.O.—4/9/94. Lands Department asked, 6/9/94.

T. S. Huntley, Esq., to The Under Secretary for Mines and Agriculture.

[Mines, 94–8,728.]

Sir, Sydney Harbour Collieries (Ltd.), 63, Pitt-street, Sydney, 30 May, 1894.

Referring to your esteemed favour, No. 94–6,662, I have the honor to say I shall be pleased to execute the lease on the understanding that work is commenced thereon within three months from the date of issue, &c.

T. S. HUNTLEY.

Application may now go on.—W.R.C., 1/6/94. Yes.—H.W., 4/6/94. Tracing sent to Principal Under Secretary for report by Military Authorities as to any objections to the land being held for mining purposes.—W.R.C., 5/6/94.

This application is being dealt with as far as possible, pending receipt of the District Surveyor's report, and the report called for from the Military Authorities. Applicants have paid £4 as survey fee, and the practice of the Department in paying for survey of mineral leases of less than 20 acres has hitherto been to pay on the gold lease scale, there being no fee provided under the Mining Act for mineral leases under 20 acres. The fee in this case would therefore be (8 acres) £2. Submitted whether the usual practice shall be adhered to, or any further fee paid from the Contingent Vote.—P.D., 13/6/94. To the Chief Mining Surveyor.

The Under Secretary for Lands.—H.W., B.C., 22/6/94. To be returned.

The fee usually paid for survey of 8 acres is £2, but as the survey was made at the special request of the applicant, who has lodged £4, and has informed me that he is quite willing that the whole of this sum be paid to Mr. Mining-Surveyor Conroy, the £4 may be paid to the Surveyor, but the district allowance, which is 100 per cent., should only be made on the correct fee, £2.—H.B.S., 10/10/94.

Accounts passed as above—Full payment, voucher 1, £4; 100 per cent. on £2, voucher 2, £2; three tracings at 2s. each, 6s., voucher 2.—P.B., 10/10/94.

[Mines, 95–12,041.]

1. Attention is invited to the fact that a 28th section application, No. 384, by the same company of prior date is still pending, which includes application 16 and the greater part of Bradley's Head.

2. The withdrawal of objection by the Secretary for Lands does not cover the 28th C. L. application 384.

3. Mineral lease application 16, Sydney, by the Sydney Harbour Collieries Company has now been dealt with in accordance with the direction of the Honorable the Minister, dated 3/7/95, subject to approval as to form.

4. The form in which this application has been finally dealt with is that indicated by red lines on tracing with papers 94–12,309, which was agreed upon between the military authorities, and the secretary of the company, who is the applicant. This modification, together with that referred to in the next paragraph has reduced the area available under application 16, to 6 acres 1 rood 33 perches.

5. Referring to my minute of 20/9/94, papers 94–5,214, that part of mineral lease 1, which included improvements, and land supposed to belong to Ferrier Bros., has been excised, as the Metropolitan District Surveyor, when requested, declined to report definitely as to such improvements, and Mr. Huntley, agent for the company, has informed me that he has no objection to such excision.

P. DRUMMOND
(*Pro* C.M.S.), 8/7/95.

Messrs.

Messrs. Sly and Russell to The Under Secretary for Mines and Agriculture.

[Mines, 95–10,530].

Sir, 379B, George-street, near King-street, Sydney, 17 June, 1895.

On behalf of the Sydney Harbour Collieries (Limited), we have the honor to request that you will be pleased to let us have a copy of an application lodged by Mr. T. S. Huntley, either in his own name or in the name of the company, for mineral lease of 8 acres of land for twenty years at Bradley's Head, dated about June, 1894, under the 57th section of the Mining Act of 1874.

We shall also be glad if you will forward us copy of all minutes or decisions of the Honorable the Minister with reference thereto, and let us know if the Minister definitely approves of the lease in question being granted.

We hereby undertake to pay all fees payable in respect of such copies.

We may mention that we received our instructions through the London solicitors for the Sydney Harbour Collieries (Limited), and they have asked us to cable a reply by Wednesday. We shall esteem it a favour, therefore, if the copies and the information above referred to be forwarded to us on or before Wednesday next.

We have, &c.,
SLY AND RUSSELL.

They are entitled, on payment of charges, to a copy of Surveyor's report and plan and any evidence taken, but not of the application, minutes, and decisions; but I presume there is no objection to supplying them.—H.W., 18/6/95. Submitted.

The papers that the company are entitled to under the Act may be supplied on payment of the usual fees. No decision has been given *re* application for lease at Bradley's Head.—S. SMITH, 18/6/95. Sly and Hamilton informed, 18/6/95.

Mr. Mining-Surveyor Conroy to The Chief Mining Surveyor.

Sir, 39, Castlereagh-street, 16 May, 1894.

I have the honor to transmit herewith the plan of one portion of land containing 8 acres numbered Mineral Lease 1, in the parish of Willoughby, in the county of Cumberland, by T. S. Huntley, under the section of Act, measured by me on 14th May, 1894, in accordance with instructions No. 1, dated 5th May, 1894.

This land was pegged in accordance with regulations, and is not required for public purposes.

The offsets to high-water mark were calculated from P. 158, 574 Sh. 5, and the co-ordinates of the stations shown on plan are adopted and calculated from the values as shown thereon.

A connection is shown between this survey and the survey of the Port Jackson lease.

Two tracings have been forwarded to the District Surveyor and one to the Mining Warden.

I have, &c.,
J. M. CONROY,
Mining Surveyor.

Accounts passed. Full payment voucher 1, £4; 100 per cent. in £2 voucher 2, £2—(*Vide* papers 94–8,728); three tracings, voucher 2, 6s.

Major-General Hutton, A.D.C., to The Principal Under Secretary.

[Mines, 95–9,845]. *Subject:*—Sinking shafts for coal at Bradley's Head.

Sir, Head Quarters, 18 May, 1894.

I have the honor to request that the minute of 3rd May, 1894, may be referred to the Mines Department, with a view to my having the opinion of the Government Geologist expert as to whether shafts sunk for coal, as proposed, below Bradley's Head, will necessarily be of the depths stated, and whether, in his opinion, any injury to military works at Bradley's Head will result from any possible subsidence or other cause.

It is proposed to construct a military magazine on this land at no very distant date.

I have, &c.,
EDW. T. H. HUTTON,
Major-General and A.D.C., Commanding New South Wales Forces.

Submitted, 21/5/94. Refer to Mines and Agriculture Department.—C.W., B.C., 8/6/94. The Under Secretary for Mines and Agriculture. The Government Geologist for report.—H.W., B.C., 19/6/94. The Under Secretary for Lands.—H.W., B.C., 22/6/94. To be returned.

T. S. Huntley, Esq., to The Minister for Mines and Agriculture.

Application to mine, Military Reserve, Bradley's Head.

Form of application for permission, under section 28 of the Mining Act, 1874, to mine upon or under reserved lands.

Sir, Sydney, 28 March, 1894.

By virtue of our mineral license of 25th January, 1894, I hereby make application for permission, under the 28th section of the Mining Act, 1874, to mine for coal on and under that portion, containing 24 acres, of the reserve hereunder described, such portions being more particularly defined on the sketch annexed.

Appendix C.

I make this application subject to the notice of the 21st December, 1881, published in *Gazette* No. 542, and I agree to accept the permission, if granted, subject to the terms, conditions, and restrictions set forth in such notice.

I have, &c.,
SYDNEY HARBOUR COLLIERIES CO. (LIMITED),
(By their agent in New South Wales.—T. S. HUNTLEY).

Description referred to.

Reserve notified 24th December, 1861, Bradley's Head. (Sketch herewith.)

CONDITIONS.

CONDITIONS UNDER WHICH THE APPLICATION FOR AUTHORITY IS MADE.

1. The area upon or under which permission to mine for minerals or for gold, as the case may be, may be granted by virtue of an authority as aforesaid, shall not, except in special cases, exceed, in regard to coal or shale, 640 acres for each person; in regard to any mineral other than coal, shale, silver, and gold, 80 acres; and in regard to gold and silver, 20 acres.

2. In regard to mining for coal or shale upon or under any reserve (other than small reserves, such as roads, streets, &c.), the Secretary for Mines may impose a royalty of not less than 6d. per ton upon all coal or shale taken under such authority from any reserve, and may fix the times for payment of such royalty, and may in any case in which it may appear to him expedient require the persons to whom the authority is granted to pay periodically a certain fixed sum of money, and so long as such sum exceeds the royalty reserved under the authority no further sum by way of royalty will be claimed; but if at any time, upon adjustment, it appears that the royalty reserved upon the coal or shale raised to date, amounts to more than has been received to such date by such periodical payments, the difference may be thereupon claimed.

3. In regard to mining for minerals other than coal, shale, or gold, under any reserve (other than small reserves, such as roads, streets, &c.), the Secretary for Mines may impose a royalty not less than 5 per centum upon the value of the ore raised from such reserve, and may fix the times for payment of such royalty, and may in any case in which it may appear to him expedient, require the persons to whom the authority is granted to pay periodically a certain fixed sum of money, and so long as such sum exceeds the royalty reserved under the authority no further sum by way of royalty will be claimed; but if at any time, upon adjustment, it appears that the royalty reserved upon the minerals raised to date amounts to more than has been received to such date by such periodical payments, the difference may be thereupon claimed.

4. In regard to mining upon or under small reserves, such as roads, streets, &c., for coal, shale, or other minerals, the Secretary for Mines may require the persons to whom the authority is granted to hold a certain number of mineral licenses instead of paying royalty.

5. In regard to mining for gold upon or under any reserve, the Secretary for Mines may require the person to whom the authority is granted to hold such a number of miners' rights as shall appear to him necessary to represent a reasonable rent for the use of the land.

6. The Secretary for Mines may require the person to whom such authority is granted to deposit such a sum of money as he may think fit as security that such person will make good any damage that may be done to any road, street, or reserve, or to any adjoining property, by reason of the mine works carried on under or in connection with such authority.

Will the Principal Under Secretary be good enough to favour me with a report as to whether any objections exist on the part of the military authorities to the permit herein applied for being issued.—R.H.O. (for U.S.), B.C., 3/5/94.

Refer to Major-General Commanding the Military Forces.—C.W., B.C., 8/5/94. Central Registry out, 10/5/94. To C.E.

T. S. Huntley, Esq., to The Minister for Mines and Agriculture.

Form of Application for permission, under section 28 of the Mining Act, 1874, to mine upon or under reserved lands.

Sir, Sydney, 28 March, 1894.

By virtue of our mineral license of 25th January, 1894, I hereby make application for permission, under the 28th section of the Mining Act, 1874, to mine for coal on and under that portion, containing 24 acres, of the reserve hereunder described, such portions being more particularly defined on the sketch annexed. Appendix D.

I make this application subject to the notice of the 21st December, 1881, published in *Gazette* No. 542, and I agree to accept the permission, if granted, subject to the terms, conditions, and restrictions set forth in such notice.

I have, &c.,
SYDNEY HARBOUR COLLIERIES CO. (LIMITED),
(By their agent in New South Wales—T. S. HUNTLEY).

Description referred to.

Reserve notified 24th November, 1861, Bradley's Head. (Sketch herewith, tinted red).

CONDITIONS UNDER WHICH THE APPLICATION FOR AUTHORITY IS MADE.

1. The area upon or under which permission to mine for minerals or for gold, as the case may be, may be granted by virtue of an authority as aforesaid, shall not, except in special cases, exceed, in regard to coal or shale, 640 acres for each person; in regard to any mineral other than coal, shale, silver, and gold, 80 acres; and in regard to gold and silver, 20 acres.

2. In regard to mining for coal or shale upon or under any reserve (other than small reserves, such as roads, streets, &c.), the Secretary for Mines may impose a royalty of not less than 6d. per ton upon all coal or shale taken under such authority from any reserve, and may fix the times for payment of such royalty, and may in any case in which it may appear to him expedient require the persons to whom the authority is granted to pay periodically a certain fixed sum of money, and so long as such sum exceeds the royalty reserved under the authority no further sum by way of royalty will be claimed; but if at any time, upon adjustment, it appears that the royalty reserved upon the coal or shale raised to date, amounts to more than has been received to such date by such periodical payments, the difference may be thereupon claimed.

3. In regard to mining for minerals other than coal, shale, or gold, under any reserve (other than small reserves, such as roads, streets, &c.), the Secretary for Mines may impose a royalty not less than 5 per centum upon the value of the ore raised from such reserve, and may fix the times for payment of such royalty, and may in any case in which it may appear to him expedient, require the persons to whom the authority is granted to pay periodically a certain fixed sum of money, and so long as such sum exceeds

exceeds the royalty reserved under the authority no further sum by way of royalty will be claimed; but if at any time, upon adjustment, it appears that the royalty reserved upon the minerals raised to date amounts to more than has been received to such date by such periodical payments, the difference may be thereupon claimed.

4. In regard to mining upon or under small reserves, such as roads, streets, &c., for coal, shale, or other minerals, the Secretary for Mines may require the persons to whom the authority is granted to hold a certain number of mineral licenses instead of paying royalty.

5. In regard to mining for gold upon or under any reserve, the Secretary for Mines may require the person to whom the authority is granted to hold such a number of miners' rights as shall appear to him necessary to represent a reasonable rent for the use of the land.

6. The Secretary for Mines may require the person to whom such authority is granted to deposit such a sum of money as he may think fit as security that such person will make good any damage that may be done to any road, street, or reserve, or to any adjoining property by reason of the mine works carried on under or in connection with such authority.

£2 10s., 3 p.m., 28th March, 1894.—F.H.C.B. *Gazette*, 10th April, 1894. Will the Chief Mining Surveyor please state whether area is capable of being dealt with under section 28.—2/4/94. Mr. King, 2/4/94. Apparently available, being a reserve notified 24th December, 1861.—E.J.K., 5/4/94. Mr. Collis.—H.B.S., 5/4/94. Copies herewith, Lands and Examiner, for report. The Chief Mining Surveyor,—Sketches please.—W.R.C., 13/4/94. Mr. King, 17/4/94. Copies sent, 23/4/94. Mr. Collis.—H.B.S., 23/4/94. Copies of tracing herewith.—E.J.K., 24/4/94. Copy to Principal Under Secretary for report of military authorities.—W.R.C., 3/5/94.

T. S. Huntley, Esq., to The Under Secretary for Mines and Agriculture.

Sir, 63, Pitt-street, Sydney, 28 March, 1894.

I have the honor to enclose herewith an application, under section 28, for reserve, Bradley's Head, and cheque £2 10s. to cover same.

I may mention that, for the purpose of sinking shafts and erecting works thereon, my company will require a portion of the surface, approximately as shown on tracing herewith, in all about 7 acres.

I trust you will be able to see your way clear to grant this application.

Yours, &c.,
T. S. HUNTLEY,
Manager.

Cheque £2 10s.—W.H.T., 28/3/94.

Major-General Hutton, A.D.C., to The Principal Under Secretary.

Subject:—Erection of mining plant, &c., at Bradley's Head.

Sir, Headquarters, Sydney, 23 July, 1894.

With reference to the attached papers, I have the honor to report as follows, for the information of the Colonial Secretary:—

It is regretted that the original line of proposed boundary was not clearly defined.

As the result of a personal interview with the local managing director of the Sydney Harbour Collieries (Limited), I now propose to recommend that permission be granted to that company to carry out their works in the area defined in red ink upon the accompanying tracing, and lettered A,B,C,D,E,F.

This arrangement will satisfy the existing military conditions; but it should be clearly indicated to the company concerned that their occupation is subject to resumption in case of national emergency for defence purposes, and that the mining plant and establishments are erected at the risk of the company, having in view the fact that a large magazine is about to be constructed on Bradley's Head, and that a torpedo depôt is to be also shortly commenced at Bradley's Head, adjoining and to the west of the existing stone jetty.

I have, &c.,
EDWARD T. H. HUTTON,
Major-General and A.D.C., Commanding New South Wales Military Forces.

This should be referred to the Department of Mines.—C.W., 27/7/94. The Secretary for Mines and Agriculture.—G.R.D., 30/7/94. The Under Secretary for Mines and Agriculture.—C.W., B.C., 30/7/94. Chief Mining Surveyor.—W.R.C., 25/2/95. Mr. King; urgent, 26/2/95.

Major-General Hutton, A.D.C., to The Principal Under Secretary.

Head-quarters, Sydney, 2 July, 1894.

The erection of mining plant might be sanctioned to the north of the line AB., as shown on the tracing attached. This should, however, be on the understanding that such plant was placed there at the risk of the company. It should be further explained to the company that a large magazine is about to be placed on the southern portion of Bradley's Head, and that a torpedo depôt will be erected on or near the point.

EDWARD T. H. HUTTON,
Major-General and A.D.C., Commanding New South Wales Military Forces.

Inform Mines.—C.W., 4/7/94. The Under Secretary for Mines and Agriculture.—C.W., B.C., 4/7/94. The land north of line A B is private land. Perhaps the minute of Major-General Hutton should read south of line A B.—H.W., B.C., 5/7/94. The Principal Under Secretary. Refer again to military authorities.—C.W., B.C., 9/7/94. The Major-General Commanding N.S.W. Military Forces. Received, 11/7/94. Chief Staff Officer, Head-quarters.

The

The Under Secretary for Mines and Agriculture to The Principal Under Secretary.

Sir, Department of Mines and Agriculture, Sydney, 5 June, 1894.

I have the honor to forward herewith tracing in connection with application by the Sydney Harbour Collieries (Limited), under section 28 of the Mining Act of 1874, to mine for coal on and under reserve at Bradley's Head, being portion mineral lease 1, parish of Willoughby, county of Cumberland, copy of which application was submitted to you on the 3rd ultimo for report by the military authorities. Appendix E.

I have, &c.,
HARRIE WOOD,
Under Secretary.

Forward to Major-General Commanding Military Forces.—C.W., B.C., 6/6/94. Received, 7/6/94. Military Staff Office.

Office Memorandum.

Papers 94–9,845, relating to an application by the Sydney Harbour Collieries (Limited), to mine for coal under the reserve at Bradley's Head are with the Hon. the Minister for Lands, for perusal by him. As Mr. Huntley is pressing for completion of action, the Under Secretary for Lands may be asked to forward the papers to this Department. The papers will be returned, if required, after action in this Department is completed.

R.H.O. (*per* U.S.), 2/7/94.

Lands Department asked, 4/7/94.

T. S. Huntley, Esq., to The Under Secretary for Mines and Agriculture.

[Extract from 94–10,186, Mines.]

Sydney Harbour Collieries (Ltd.), 63, Pitt-street, Sydney, 19 June, 1894.

* * * * * * * * * * *

"Also that the labour conditions of the mining authorities signed in favour of the Sydney Harbour Collieries (Limited) may be consolidated on the said mineral lease pending the reaching of the coal on the land embraced by the said mining authorities."

I have, &c.,
T. S. HUNTLEY,
Manager.

T. S. Huntley, Esq., to The Under Secretary for Mines and Agriculture.

Sir, 63, Pitt-street, Sydney, 19 June, 1894.

I have the honor to request that my application for mineral lease at Bradley's Head may be transferred to my company.

Also that the labour conditions of the mining authorities signed in favour of Sydney Harbour Collieries (Limited) may be consolidated on the said mineral lease, pending the reaching of the coal on the land embraced by the said mining authorities.

I have, &c.,
T. S. HUNTLEY,
Manager.

The matter of the authorities is before the Cabinet as to the insertion of a condition respecting the issuing of mineral license and authorities to a company.—W.R.C., 2/7/94. Submitted. Inform application to lease cannot be transferred, but lease when granted can. (Application to concentrate labour can be made when lease has been granted).—H.W., 4/7/94. T. S. Huntley informed, 5/7/94.

The Principal Under Secretary to The Under Secretary for Lands.

[Lands, Ms. 94–4,082.]

Sir, Chief Secretary's Office, Sydney, 13 June, 1894.

In returning to you the accompanying papers, relative to an application by the Sydney Harbour Collieries for authority to mine for coal on the military reserve at Bradley's Head, I am directed to state, for the information of the Secretary for Lands, that, in pursuance of a report obtained from the Major-General Commanding the Military Forces on the subject, the Chief Secretary has no objection to the erection of the necessary mining plant upon the reserve, on the distinct understanding that the plant is placed there at the risk of the company, and that it does not interfere with the proposed magazine or torpedo depôt when constructed.

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

The papers may now perhaps be forwarded for the information of the Mines Department.—R.A.D., 15/6/94. Approved.—J.C., 19/6/94. I presume, from the tenor of this report, there will now be no need for reference to the Government Geologist for report asked for on 94–9,845.—H.W., 8/8/94. Approved.—S. Smith, 9/8/94. To Mr. King, 13/8/94. Urgent.

Mr. District-Surveyor Twynam to The Under Secretary for Lands.

[Lands, Ms. 94–3,368.]

Application by T. S. Huntley, on behalf of the Sydney Harbour Collieries for permission to mine at Bradley's Head.

17 May, 1894.

This is an application for authority, under 28th section of the Mining Act, to mine for coal on and under a reserve at Bradley's Head, as indicated by red tint upon tracing herewith. The reserve in question is one of old date, vii, under the General Notice of 24th December, 1861, and though not vested in the military authorities, has been looked upon as a reserve for defence purposes, having formerly been the site of a battery. It has for several years been used as a quarantine station for imported stock, but it is understood that the occupation by the Stock Branch is temporary, and it may be mentioned that another site has been provided.

Bradley's

Bradley's Head is a point of vantage in Port Jackson, commanding the harbour from Middle Head to Kirribilli Point, and it is probable that it should be retained under control of the Government for defence purposes, especially as it will be an important landing-place for direct access by the Military Road to the several fortifications fronting the Heads.

Under the circumstances, it is suggested that the application be referred to the Colonial Secretary's Office for consideration of the military authorities as to whether there be any objection to mining operations on the surface or any part thereof, or to removing coal at a depth of nearly 2,000 feet.

E. TWYNAM.

Submitted for approval and reference to the Military authorities, as recommended. Under Secretary for Lands, 21/5/94. Approved.—J.C., 23/5/94. To the Principal Under Secretary, B.C., 29/5/94. To be returned. Refer to Major-General Commanding Military Forces.—C.W., 30/5/94.

The Under Secretary for Mines to The Under Secretary for Lands.

[Mines, 94-6,589.]

Sir, Department of Mines and Agriculture, Sydney, 25 May, 1894.

I have the honor to request that you will be so good as to cause to be expedited the report on the application by the Sydney Harbour Collieries (Limited) for permission, under section 28 of the Mining Act of 1874, to mine on and under 24 acres of the reserve, notified 24th December, 1861, at Bradley's Head. A copy of this application was forwarded to your Department on the 23rd ultimo.

I have, &c.,
HARRIE WOOD,
Under Secretary
(*Per* R. H. ORMISTON).

T. S. Huntley, Esq., to The Minister for Mines and Agriculture.

Form of application for permission, under section 28 of the Mining Act, 1874, to mine upon or under reserved lands.

Sir, Sydney, 28 March, 1894.

By virtue of our mineral license of 25th January, 1894, I hereby make application for permission, under the 28th section of the Mining Act, 1874, to mine for coal on and under that portion, containing 24 acres, of the reserve hereunder described, such portions being more particularly defined on the sketch annexed.

Appendix P

I make this application subject to the notice of the 21st December, 1881, published in *Gazette* No. 542, and I agree to accept the permission, if granted, subject to the terms, conditions, and restrictions set forth in such notice.

I have, &c.,
SYDNEY HARBOUR COLLIERIES CO. (LIMITED).
(By their Agent in New South Wales,—T. S. HUNTLEY.)

Description referred to.

Reserve notified 24th December, 1861, Bradley's Head. (Sketch herewith.)

CONDITIONS UNDER WHICH THE APPLICATION FOR AUTHORITY IS MADE.

1. The area upon or under which permission to mine for minerals or for gold, as the case may be, may be granted by virtue of an authority as aforesaid, shall not, except in special cases, exceed, in regard to coal or shale, 640 acres for each person; in regard to any mineral other than coal, shale, silver, and gold, 80 acres; and in regard to gold and silver, 20 acres.

2. In regard to mining for coal or shale upon or under any reserve (other than small reserves, such as roads, streets, &c.), the Secretary for Mines may impose a royalty of not less than 6d. per ton upon all coal or shale taken under such authority from any reserve, and may fix the times for payment of such royalty, and may in any case in which it may appear to him expedient, require the persons to whom the authority is granted to pay periodically a certain fixed sum of money, and so long as such sum exceeds the royalty reserved under the authority no further sum by way of royalty will be claimed; but if at any time, upon adjustment, it appears that the royalty reserved upon the coal or shale raised to date, amounts to more than has been received to such date by such periodical payments, the difference may be thereupon claimed.

3. In regard to mining for minerals other than coal, shale, or gold, under any reserve (other than small reserves, such as roads, streets, &c.), the Secretary for Mines may impose a royalty not less than 5 per centum upon the value of the ore raised from such reserve, and may fix the times for payment of such royalty, and may in any case in which it may appear to him expedient, require the persons to whom the authority is granted to pay periodically a certain fixed sum of money, and so long as such sum exceeds the royalty reserved under the authority no further sum by way of royalty will be claimed; but if at any time, upon adjustment, it appears that the royalty reserved upon the minerals raised to date, amounts to more than has been received to such date by such periodical payments, the difference may be thereupon claimed.

4. In regard to mining upon or under small reserves, such as roads, streets, &c., for coal, shale, or other minerals, the Secretary of Mines may require the persons to whom the authority is granted to hold a certain number of mineral licenses instead of paying royalty.

5. In regard to mining for gold upon or under any reserve, the Secretary for Mines may require the person to whom the authority is granted to hold such a number of miners' rights as shall appear to him necessary to represent a reasonable rent for the use of the land.

6. The Secretary for Mines may require the person to whom such authority is granted to deposit such a sum of money as he may think fit as security that such person will make good any damage that may be done to any road, street, or reserve, or to any adjoining property, by reason of the mine works carried on under or in connection with such authority.

The Under Secretary for Lands for report.—R.H.O. (for U.S.), B.C., 23/4/94. The Metropolitan District Surveyor for report.—W.W.T., B.C., Lands, 30/4/94.

T.

T. S. Huntley, Esq., to The Minister for Mines and Agriculture.

Form of Application for permission, under section 28 of the Mining Act, 1874, to mine upon or under reserved lands.

Sir, Sydney, 28 March, 1894.

By virtue of our mineral license of 25th January, 1894, I hereby make application for permission, under the 28th section of the Mining Act, 1874, to mine for coal on and under that portion, containing 24 acres, of the reserve hereunder described, such portions being more particularly defined on the sketch annexed.

I make this application subject to the notice of the 21st December, 1881, published in *Gazette* No. 542, and I agree to accept the permission, if granted, subject to the terms, conditions, and restrictions set forth in such notice.

I have, &c.,
SYDNEY HARBOUR COLLIERIES CO. (LIMITED),
(By their Agent in New South Wales,—T. S. Huntley.)

Description referred to.

Reserve notified 24/12/61, Bradley's Head. (Sketch herewith.)

Conditions under which the Application for Authority is Made.

1. The area upon or under which permission to mine for minerals or for gold, as the case may be, may be granted by virtue of an authority as aforesaid, shall not, except in special cases, exceed, in regard to coal or shale, 640 acres for each person; in regard to any mineral other than coal, shale, silver, and gold, 80 acres; and in regard to gold and silver, 20 acres.

2. In regard to mining for coal or shale upon or under any reserve (other than small reserves, such as roads, streets, &c.), the Secretary for Mines may impose a royalty of not less than 6d. per ton upon all coal or shale taken under such authority from any reserve, and may fix the times for payment of such royalty, and may in any case in which it may appear to him expedient require the persons to whom the authority is granted to pay periodically a certain fixed sum of money, and so long as such sum exceeds the royalty reserved under the authority no further sum by way of royalty will be claimed; but if at any time, upon adjustment, it appears that the royalty reserved upon the coal or shale raised to date, amounts to more than has been received to such date by such periodical payments, the difference may be thereupon claimed.

3. In regard to mining for minerals other than coal, shale, or gold, under any reserve (other than small reserves, such as roads, streets, &c.), the Secretary for Mines may impose a royalty not less than five per centum upon the value of the ore raised from such reserve, and may fix the times for payment of such royalty, and may in any case in which it may appear to him expedient, require the persons to whom the authority is granted to pay periodically a certain fixed sum of money, and so long as such sum exceeds the royalty reserved under the authority no further sum by way of royalty will be claimed; but if at any time, upon adjustment, it appears that the royalty reserved upon the minerals raised to date amounts to more than has been received to such date by such periodical payments, the difference may be thereupon claimed.

4. In regard to mining upon or under small reserves, such as roads, streets, &c., for coal, shale, or other minerals, the Secretary for Mines may require the persons to whom the authority is granted to hold a certain number of mineral licenses instead of paying royalty.

5. In regard to mining for gold upon or under any reserve, the Secretary for Mines may require the person to whom the authority is granted to hold such a number of miners' rights as shall appear to him necessary to represent a reasonable rent for the use of the land.

6. The Secretary for Mines may require the person to whom such authority is granted to deposit such a sum of money as he may think fit as security that such person will make good any damage that may be done to any road, street, or reserve, or to any adjoining property, by reason of the mine works carried on under or in connection with such authority.

The Examiner of Coal-fields for report.—R.H.O. (for U.S.), B.C., 23/4/94. I know of no objection to granting it.—J.M., 28/4/94. Under Secretary for Mines and Agriculture. Ask Lands Department to expedite report.—R.H.O. (for U.S.), 18/5/94. Lands asked, 25/5/94.

The attached tracing of portion mineral lease 1, showing the area required for surface operations at Bradley's Head, may be forwarded to the Principal Under Secretary, in connection with copy of within 28th section application, which was referred on the 4th ultimo for report by the military authorities. Mr. Huntley may be informed.

Submitted.—W.R.C., 4/6/94. Approved.—H.W., 4/6/94. Tracing forwarded to Principal Under Secretary and T. S. Huntley informed, 5/6/94. The Chief Mining Surveyor, for any action that can be taken pending receipt of reports.—W.R.C., 11/6/94. Mr. King, 11/6/94.

[Six Plans.]

Sydney: Charles Potter, Government Printer.—1895

Authorised Plan Form

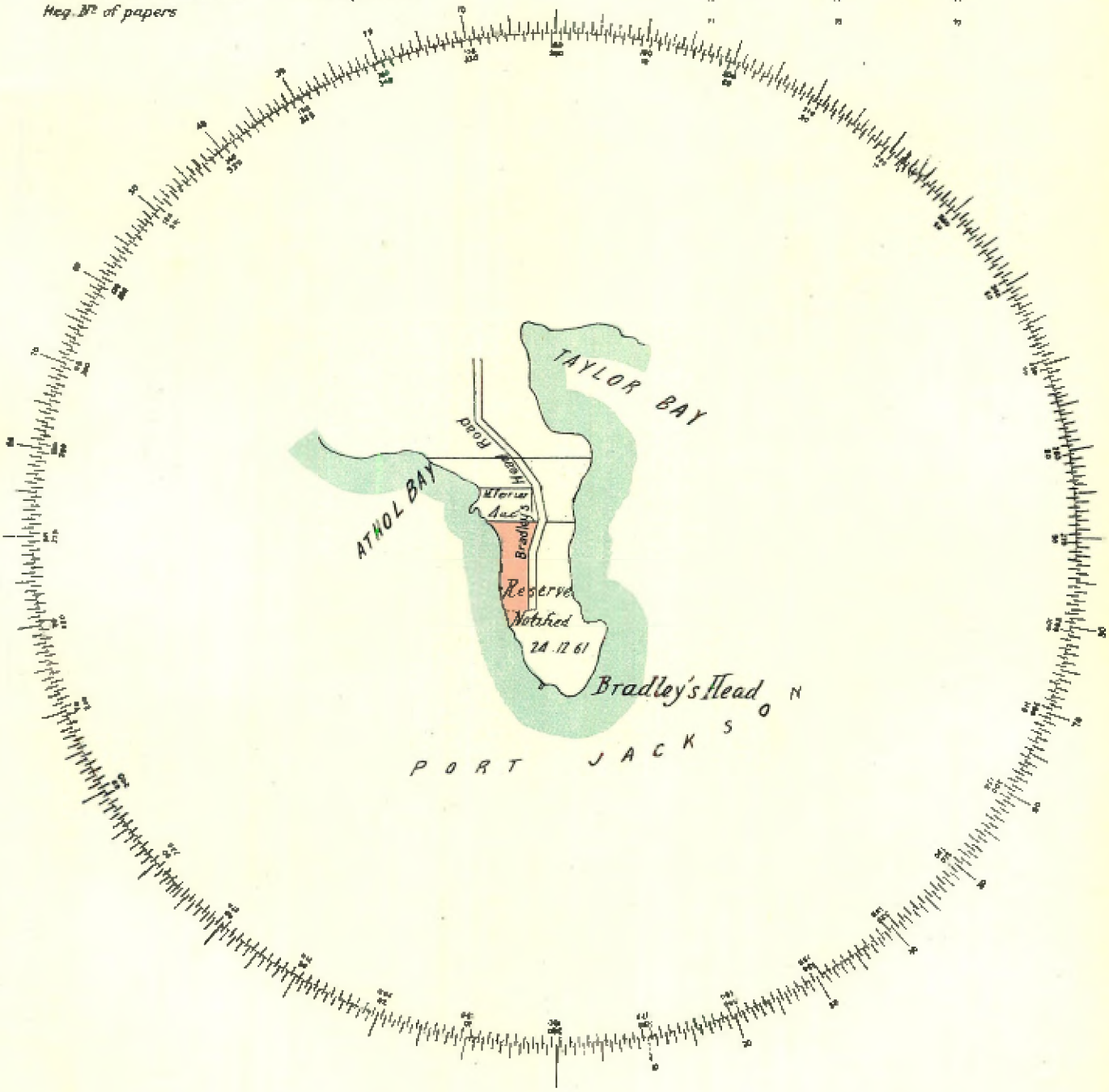
TRACING OF PLAN OF PORTION Appendix A

County of Cumberland | Parish of Willoughby

Granted Expired

L. Appn. No.	at	posn.	by	Refused.	Lease No.
Do.	"	"	"	"	"
Do.	"	"	"	"	"

Situated in the	Gold Field	Within	Res	Not d.
Do. " "	Mining District	"	"	"
Reg. No. of papers		"	"	"



(Sig 140)

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

CS 94-8419 Authorised Plan Form

TRACING OF PLAN OF PORTION ML1

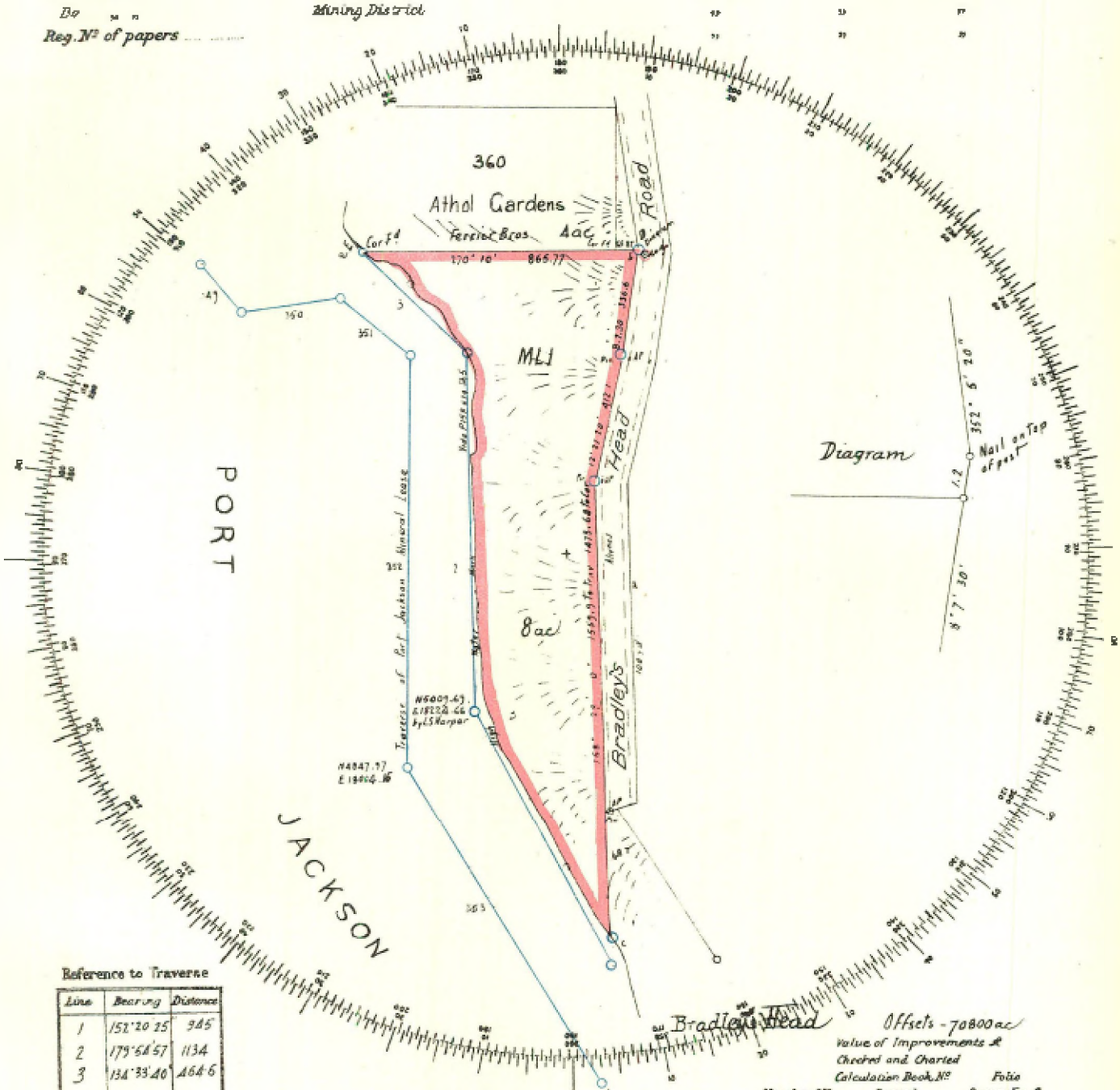
Appendix B

County of Cumberland | Parish of Willoughby

Cancelled Expired

L. Appn. No	at	possn.	by	Refused	Lease No
Do.	"	"	"	"	"
Do.	"	"	"	"	"

Situated in the	Gold Field	Within	Res	Not d
Do " "	Mining District	"	"	"
Reg. No of papers		"	"	"



Reference to Traverse

Line	Bearing	Distance
1	152°20'25"	945'
2	179°54'57"	1134
3	134°33'40"	464.6

Reference to Corners

Corner	Bearing	From	Links	No on Tree
a	ML on Face of Rock			
b	Peg beside Post marked ML			
c	↑ on Flat Rock	ML on face of Rock		

Scale

0 10 1 2 4 6 12 Chains

Offsets - 70800 ac

Value of Improvements £

Checked and Charted

Calculation Book No | Folio

Voucher No | Passed | Survey Fee £

Do " " " per cent on " £

Do " " "

Survey Fee to be pd by Applicant £

Examined

Plan approved

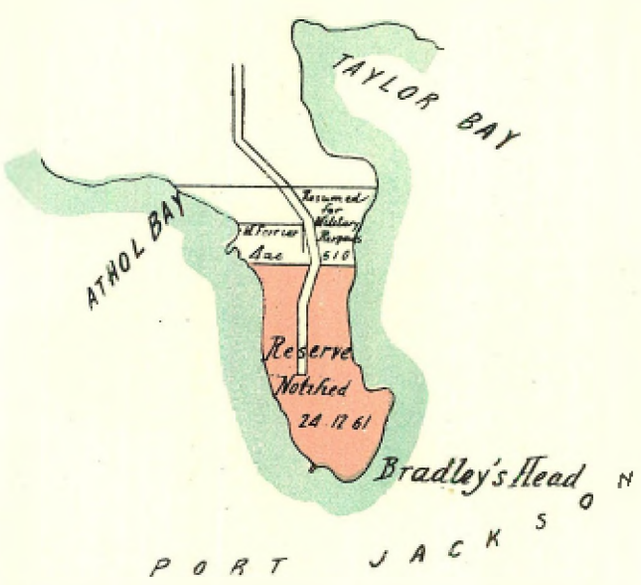
(Sig 140)

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

TRACING OF PLAN OF PORTION *Appendix C*

County of Cumberland | *Parish of Willoughby*

Shewing Area applied for under Section 28 Mining Act by Sydney Harbour Collieries Limited.

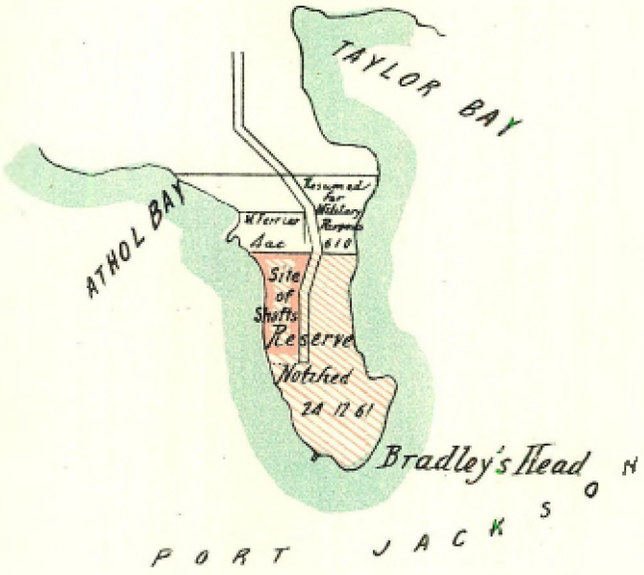


(Sig 140)

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

TRACING OF PLAN OF PORTION *Appendix D.*

County of Cumberland | *Parish of Willoughby*



(Sig 140)

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

CS 94-8419 Authorised Plan Form

TRACING OF PLAN OF PORTION ML1

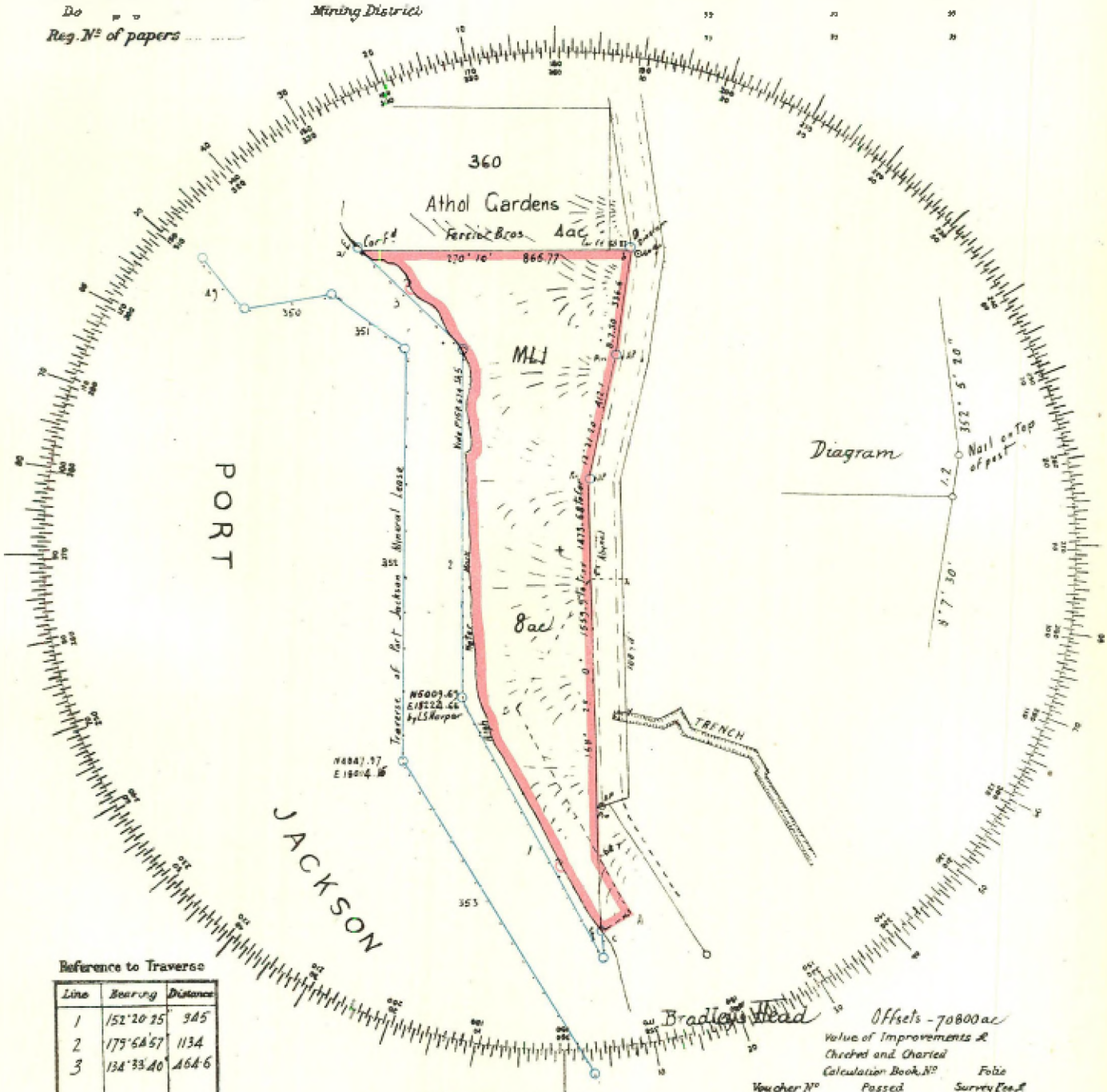
Appendix E.

County of Cumberland | Parish of Willoughby

Cancelled Expired

L. Appn. No	at	posn.	by	Refused	Lease No
Do.	"	"	"	"	"
Do.	"	"	"	"	"

Situated in the	Gold Field	Within	Res	Not
Do " "	Mining District	"	"	"
Reg. No of papers		"	"	"



Reference to Traverse

Line	Bearing	Distance
1	152°20'25"	945'
2	179°6'57"	1134
3	134°33'40"	464.6

Reference to Corners

Corner	Bearing	From	Links	No on Tree
a	↑ ML on Face of Rock			
b	Peg beside Post marked ↑ ML			
c	↑ on Flat Rock ↑ ML on face of Rock			

Scale

0 10' 20' 40' 60' 80' 12 Chains

Offsets - 70800 ac

Value of Improvements £

Checked and Charted

Calculation Book No | Folio

Voucher No | Passed | Survey Fee £

Do " " | per cent on " £

Do " "

Survey Fee Invoiced by Applicant £

Examined

Plan approved

(Sig. 140)

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

Authorised Plan Form

TRACING OF PLAN OF PORTION

Appendix F.

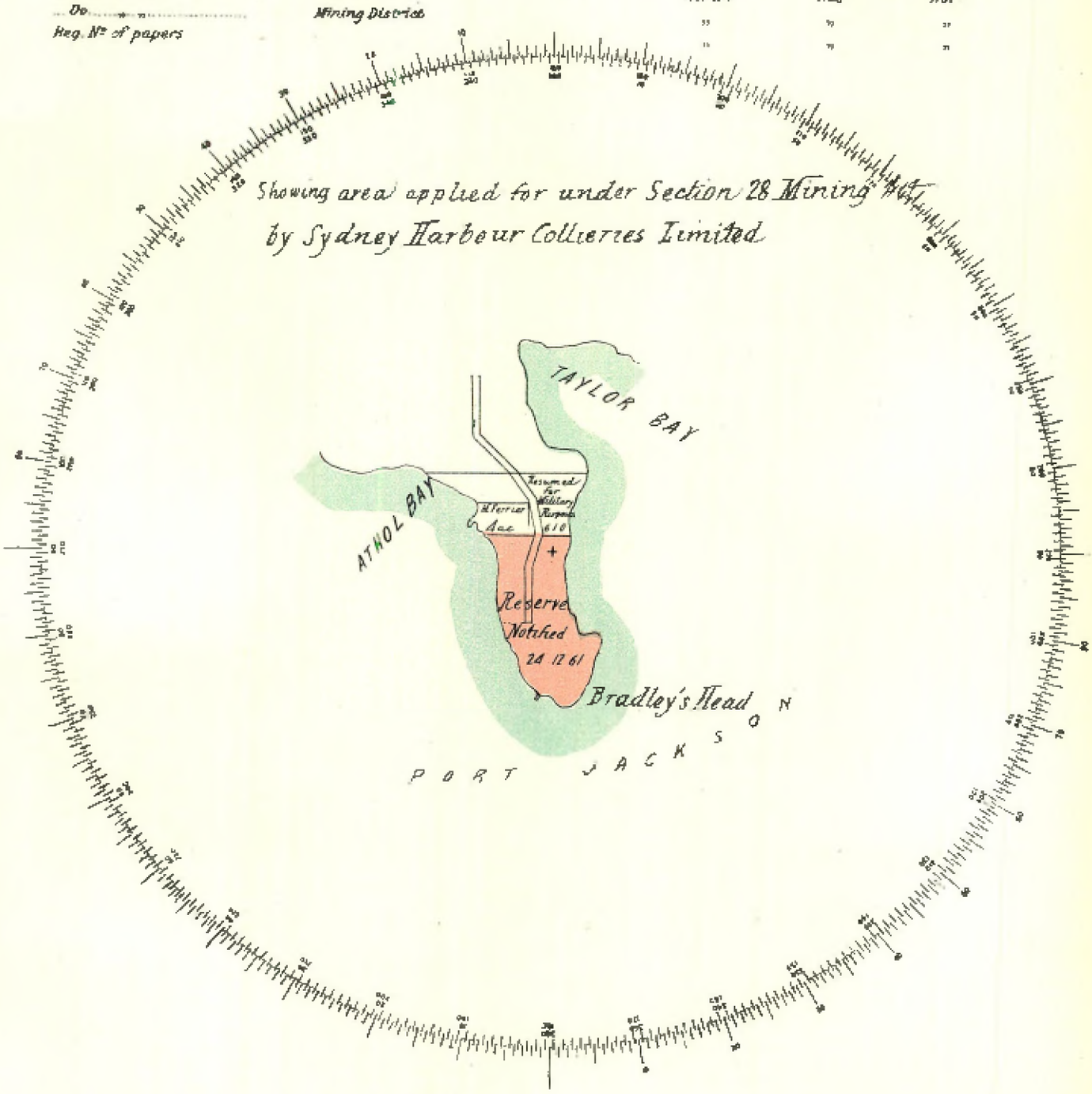
County of Cumberland Parish of Willoughby

Cancelled Expired

L. Appn. No.	nt	postn.	by	Refused	Lease No.	
Do.	"	"	"	"	"	
Do.	"	"	"	"	"	

Situated in the	Gold Field	Within	Res	Not^d
Do. " "	Mining District	"	"	"
Reg. No. of papers		"	"	"

Showing area applied for under Section 28 Mining Act by Sydney Harbour Collieries Limited



(Sig 140)

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

1895.

LEGISLATIVE ASSEMBLY.

NEW SOUTH WALES.

SYDNEY HARBOUR COLLIERIES COMPANY.

(LETTER FROM MR. T. S. HUNTLEY, MANAGER OF, DESIRING THAT CERTAIN RENT AND LABOUR CONDITIONS MAY BE GRANTED TO APPLICANTS FOR MINING AUTHORITIES AT BRADLEY'S HEAD.)

Ordered by the Legislative Assembly to be printed, 11 *September*, 1895.

The Manager of the Sydney Harbour Collieries to The Under Secretary for Mines.

Sydney Harbour Collieries (Ltd.),
63, Pitt-street, Sydney, 6 July, 1894.

Sir,

I have the honor to say that Messrs. Harper and Atkinson, applicants for Mining Authorities, are Trustees for my Company. I am anxious to have the matter of rent and labour conditions in respect of these authorities settled on the same lines as have been granted in the authorities granted to "Sydney Harbour Collieries (Ltd.)."

If the Hon. the Minister for Mines cannot see his way clear to give exactly the same concessions, I shall be glad to accept the most liberal terms he can grant, having regard to the very heavy undertaking involved.

I have also the honor to ask that the labour in respect of the authorities to Harper and Atkinson may be concentrated on the Company's lease at or near Bradley's Head, as the labour of necessity to be employed there will be largely in excess of all the labour demanded by the whole of the authorities in question.

I have, &c.,
T. S. HUNTLEY,
Manager.

In view of the very heavy cost of sinking the pits for the purpose of working the coal under the harbour, I think it would be proper to allow the labour in respect of all the authorities named to be concentrated on the area proposed to be leased for the purposes of pits, &c., at or near Bradley's Head. Under Harper's authority the number of men to be employed should be not less than six, and under Atkinson's authority not less than four. Work and rent to commence on the 1st April, 1895.—H.W., 18/7/94. Submitted.

Approved.—J.K., 19/7/94.

1895.

LEGISLATIVE ASSEMBLY.

NEW SOUTH WALES.

MINING ACT AMENDMENT ACT.

(AMENDMENT OF REGULATION NO. 2 OF THE REGULATIONS RELATIVE TO LEAD POISONING.)

Ordered by the Legislative Assembly to be printed, 12 September, 1895.

Department of Mines and Agriculture, Sydney, 6 September, 1895.

AMENDMENT OF REGULATION NO. 2 OF THE REGULATIONS RELATING TO LEAD POISONING.

His Excellency the Lieutenant-Governor, with the advice of the Executive Council, has approved of Regulation No. 2 of the Regulations relating to Lead Poisoning, made under the provisions of the Act 57 Victoria No. 18 ("An Act to amend the Mining Act of 1874"), and published in the *Government Gazette* of the 28th September last, being amended by the transposition of the words lead containing minerals and of such Regulation No. 2 now reading as follows :—

Employment of Boys.

2. It shall be illegal to employ any boy below the age of 16 years in mining or sorting ores underground at any mine where minerals containing lead are got, or to employ any such boy on the surface in any place where lead-ores, lead, or lead-compounds are handled, or to employ any boy below the age of 14 years.

[95-15,413]

SYDNEY SMITH.

1895.

LEGISLATIVE ASSEMBLY.

NEW SOUTH WALES.

REPORT FROM THE SELECT COMMITTEE

ON

APPLICATION OF MR. J. F. CONNELLY TO MINE IN THE PARISH OF CURRAJONG.

TOGETHER WITH THE

PROCEEDINGS OF THE COMMITTEE,

MINUTES OF EVIDENCE,

AND

APPENDIX.

ORDERED BY THE LEGISLATIVE ASSEMBLY TO BE PRINTED,
18 *December*, 1895.

SYDNEY: CHARLES POTTER, GOVERNMENT PRINTER.

1895.

[9*d*.] 373—A

1895.

EXTRACTS FROM THE VOTES AND PROCEEDINGS OF THE LEGISLATIVE ASSEMBLY.

VOTES No. 26. TUESDAY, 15 OCTOBER, 1895.

3. APPLICATION OF MR. J. F. CONNELLY TO MINE IN THE PARISH OF CURRAJONG:—Mr. Neild moved, pursuant to Notice,—

(1.) That a Select Committee be appointed to inquire into and report upon the application of Mr. J. F. Connelly to mine in the parish of Currajong.

(2.) That such Committee consist of Mr. Sydney Smith, Mr. Gormly, Mr. Lee, Mr. Fegan, Mr. F. Clarke, Mr. Bavister, Mr. O'Sullivan, Mr. Robert Jones, Mr. Waddell, and the Mover.

(3.) That the Return to Order—"Application of Mr. J. F. Connelly to mine in the parish of "Currajong," laid upon the Table of this House during the Session 1887-8; "The Minutes of "Proceedings of, and Evidence taken before, the Select Committee upon the application of Mr. J. "F. Connelly to mine in the parish of Currajong," Session 1893; and "The Minutes of Pro-"ceedings of, and Evidence taken before, and Report of the Select Committee upon, the application "of Mr. J. F. Connelly to mine in the parish of Currajong," Session 1894—be referred to such Committee.

Debate ensued.

Question put and passed.

VOTES No. 52. WEDNESDAY, 18 DECEMBER, 1895.

4. APPLICATION OF MR. J. F. CONNELLY TO MINE IN THE PARISH OF CURRAJONG:—Mr. Neild, as Chairman, brought up the Report from, and laid upon the Table the Minutes of Proceedings of, and Evidence taken before, the Select Committee for whose consideration and report this subject was referred on 15th October, 1895; together with Appendix.

Ordered to be printed.

CONTENTS.

	PAGE.
Extracts from the Votes and Proceedings	2
Report	3
Proceedings of the Committee	5
Minutes of Evidence	7
Appendix	9

1895.

APPLICATION OF MR. J. F. CONNELLY TO MINE IN THE PARIS OF CURRAJONG.

REPORT.

THE SELECT COMMITTEE of the Legislative Assembly, appointed on 15th October, 1895, "*to inquire into and report upon the application of Mr. J. F. Connelly to mine in the parish of Currajong,*" and to whom was referred on the same date "*the Return to Order—Application of Mr. J. F. Connelly to mine in the parish of Currajong, of Session* 1887-8"; "*the Minutes of Proceedings of, and Evidence taken before, the Select Committee of Session* 1893"; *and* "*the Report of the Select Committee of Session* 1894, *on the same subject,*"—have agreed to the following Report:—

Your Committee having examined the witness named in the margin* (whose evidence will be found appended hereto), and considered the Report and Evidence referred, find as follows:— * F. Connelly.

1. That in August, 1884, Connelly first made application, under the 45th section of the Crown Lands Act of 1884, for permission to mine in and upon 2 acres of land, being improvement purchase No. 423, township of Parkes, parish of Currajong. Connelly continued to apply for such permit from August, 1884, to November, 1886, when one was granted him.
2. That subsequent to the date of Connelly's first application, and during the time he was continuing to apply, the Government, ignoring his repeated applications, granted a permit to one Hazelhurst to mine upon the said 2 acres.
3. That when Connelly obtained the required permit in November, 1886, he started working at once, employing six men, and sank two shafts, 170 and 84 feet respectively, and also drove 150 feet—work which involved an outlay of £349 1s. 8d.
4. That after working for about four months, Connelly broke into the workings of Quaile and Party, who had trespassed into the ground held by Connelly, who sought the intervention of the Warden, but that officer declined to interfere.
5. That shortly afterwards, on receiving instructions from the Under Secretary for Mines to "order both parties to withdraw at once from the private land on which they have been working, until the Minister for Lands has decided what is to be done in regard to Connelly's permit," the Warden (Sharp) threatened the removal of Connelly and his men by the police, whereupon Connelly and men left the ground.
6. That, according to the evidence of the Under Secretary for Mines, such a threat of police intervention was, under the circumstances, wholly unusual and without precedent or repetition.
7. That prior to this event, viz., in January, 1887, the Minister for Lands assumed to cancel Connelly's permit, on the ground that there had been a suppression of facts when the application was made.

8. That there was no such suppression; on the contrary, the existence of gold-mining on the adjoining land was more than once disclosed by Connelly in his applications for a permit.

9. That the power to cancel such permits existed in Regulation 171, but such regulation conferred no authority upon the Minister to cancel a permit for the reason advanced by him, and his action was, therefore, contrary to law. According to the evidence of the Under Secretary for Mines (Qs. 315 to 322, Report from Select Committee of Session 1894), no similar cancellation has occurred. In this connection your Committee draw special attention to the minutes of the Under Secretary for Mines, dated the 8th March and 5th May, 1887, attached to that Report.

10. That after the alleged cancellation of Connelly's permit, Quaile and party obtained possession of the ground, and, as shown by documentary (Appendix A2 to Report from Select Committee of Session 1894) evidence, the Australian Joint Stock Bank at Parkes advanced £6,305 8s. 5d. to them on gold obtained from the said ground.

11. That the mine was afterwards sold by them to the Quaile Proprietory Gold-mining Company.

12. That Connelly suffered serious loss by the alleged cancellation of the said permit.

Your Committee recommend his claim to the favourable consideration of the Government and Parliament.

JNO. C. NEILD,
Chairman.

No. 2 Committee Room,
Legislative Assembly,
18*th December*, 1895.

PROCEEDINGS OF THE COMMITTEE.

WEDNESDAY, 30 *OCTOBER*, 1895.

MEMBERS PRESENT:—

Mr. Robert Jones, | Mr. Lee,
Mr. Neild, | Mr. O'Sullivan,
Mr. Waddell.

Mr. Neild called to the Chair.

Entry from Votes and Proceedings, appointing the Committee, and referring the Return to Order of Session 1887–8, and Report and Evidence of Select Committee of Sessions 1893 and 1894, read by the Clerk.

Printed copies of the papers referred, before the Committee.

Committee deliberated.

John Francis Connelly called in, sworn, and examined.

Witness withdrew.

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

[Adjourned.]

WEDNESDAY, 18 *DECEMBER*, 1895.

MEMBERS PRESENT:—

Mr. Neild in the Chair.

Mr. Fegan, | Mr. Gormly,
Mr. Lee.

John Francis Connelly recalled and further examined.

Witness *handed in* return showing expenses incurred from 12th December, 1886, to 12th May, 1887, while under permit from the Lands Department. (*See Appendix.*)

Witness withdrew.

Chairman submitted draft Report.

Same read and *agreed to*.

Chairman to report to the House.

1895.

LEGISLATIVE ASSEMBLY.

NEW SOUTH WALES.

MINUTES OF EVIDENCE

TAKEN BEFORE

THE SELECT COMMITTEE

ON

APPLICATION OF MR. J. F. CONNELLY TO MINE IN THE PARISH OF CURRAJONG.

WEDNESDAY, 30 *OCTOBER*, 1895.

Present:—

MR. NEILD, MR. ROBERT JONES, MR. O'SULLIVAN, MR. WADDELL, MR. LEE.

JOHN CASH NEILD, ESQ., IN THE CHAIR.

John Francis Connelly called in, sworn, and examined:—

Mr. J. F. Connelly. 30 Oct., 1895

1. *Chairman.*] When you were examined before a Select Committee of the Legislative Assembly some time ago, you stated that you had obtained a permit in November, 1886, to work a mine in the parish of Currajong, and that you started work at once, employing six men, sinking two shafts 170 feet and 84 feet deep respectively, and driving 150 feet; work which involved an outlay of £400? Well, I think the date was December, not November. In the papers there is a list of particulars of my expenditure. These things I could not possibly carry in my head.
2. *Mr. Waddell.*] What was the character of the ground? Alluvial for about 80 feet and then granite—decomposed porphyry rock. The deeper you went the harder it got, until it came to hard gadding.
3. How far did you manage to go with the pick before using powder? We did not use any powder. We used the hammer and gads.
4. But down to 80 feet you used only the pick? That is all. In driving it was mostly pick work. The hammer and gads were only used occasionally.
5. So that the general character of the ground was pretty soft? No; it was pretty hard.
6. *Mr. Lee.*] It was not shooting ground? We came to shooting ground; but we did not shoot it because we were too close to where other men were working.
7. *Chairman.*] Sinking is done in the Parkes district for 3s. a foot? A certain class of sinking—ordinary alluvial sinking; not sinking in this kind of ground.
8. Is not this alluvial ground? Only for about 80 feet.
9. Was there any timbering? Yes, plenty of it. The expense came in in timbering the land to keep the clay slips up. I have given a bill of items to the Mines Department on two occasions.
10. *Mr. Waddell.*] Could you tell by referring to the butts of your cheque-book how much you paid away? No; everything I was possessed of was destroyed shortly afterwards.
11. *Mr. Lee.*] Do you remember how many weeks you employed these six men? For five months.
12. What did you pay them a week? Fifty shillings.
13. Did you use any explosives? No.
14. Any tools? Yes, plenty; and, besides that, there was a lot of timbering.
15. Had you any water to bale out? None; I think we discharged two of the men for a fortnight.
16. Was there any other special item? No, I think not.

Mr. J. F. Connelly. 30 Oct., 1895.

17. *Mr. Lee.*] What was the current rate paid in district for sinking in similar ground? There was no regular price for such sinking. My whim-shaft was extra large, 5 ft. 2 in. x 2 ft. 2 in.
18. Are you aware that the dimensions required by the Department for shafts are 6 ft. x 3 ft.? There were no such regulations at that time. The usual shafts at that time were 4 ft. 6 in. x 1 ft. 10 in.
19. What was the usual price for such shafts? The average price per foot for such shafts was 6s. to 7s. 6d. per foot.
20. What was the usual price for driving? About 5s. per foot.
21. Were the two shafts sunk by you of similar character? No; the shallower shaft cost about 4s., the deeper shaft about 7s. 6d., per foot.
22. Now, Mr. Connelly, these figures show that your outlay would be about £119, exclusive of timber—what is your estimate of the value of the timbering? About £50 for timber and fixing.
23. You remember giving evidence before a Select Committee on 5th December, 1893? Yes.
24. Do you wish to add to such evidence? No, except that I have been speaking wholly from memory, that there were many items not included in the evidence given by me to-day, and I wish the Committee to refer to my statement of outlay sent in to Mines Department.

WEDNESDAY, 18 *DECEMBER*, 1895.

Present:—

MR. GORMLY, MR. LEE,
MR. FEGAN.

JOHN CASH NEILD, ESQ., IN THE CHAIR.

John Francis Connelly recalled and further examined:—

Mr. J. F. Connelly. 18 Dec., 1895.

25. *Chairman.*] Was your sinking through alluvial or through rock? Part of the sinking was soft, through alluvial, but there was also some very hard rock. Some 70 feet was through soft ground containing a lot of slippery clay which wanted timbering from top to bottom.
26. And how much was rock? About 130 feet.
27. *Mr. Lee.*] I should like to know how your claim of £400 is made up? I have always claimed that my expenses were about £400. Owing to the lapse of time my memory does not serve me as to the exact amount. I have here a rough estimate of expenses (*vide Appendix*), which brings the amount up to £349. I sent a copy of this account to both the Mines and the Lands Departments.
28. *Chairman.*] Will you look at this letter which you sent to me as Chairman of the Committee;—do you recognise it as your handwriting? Yes.
29. Will you read it? Yes. It is as follows:—

Expenses incurred from the 12th December, 1886, to 12th May, 1887, while under permit from the Lands Department of New South Wales:—

	£	s.	d.
To sundry items for working expenses—rough estimate	45	0	0
Wages, six men, from 12th December, 1886, to 12th May, 1887—five months, rough estimate	250	0	0
Sundry visits to Sydney, re permit	35	0	0
Solicitors' expenses, re permit	10	10	0
Total	340	10	0
Bank interest for seven years, from 12th December, 1886, to 12th December, 1893, at 8 per cent	190	8	0
Total	£530	18	0

I have allowed bank interest for seven years, but it should be nine years.
30. Does that statement fairly represent the loss which you believe you have sustained through being put out of possession of this property? Yes.
31. *Mr. Fegan.*] Do you know of any errors you have made in any statements connected with this case? I cannot say that I do; but to allow for any discrepancies that might occur in consequence of a lapse of memory, I have always said, "about so-and-so."
32. *Chairman.*] What was your driving? Through very hard rock.
33. Was any of it through soft ground? None at all.
34. You say that, with the exception of about 70 feet of sinking, all your sinking and driving was through hard rock? Through very hard rock.
35. And that portion of the sinking which was easy required timbering throughout? Yes, owing to the slippery heads.
36. *Mr. Lee.*] When was the detailed statement of expenses, which totals £349 1s. 8d., made out? Years ago.
37. About the time that this matter was in dispute? Some time afterwards.
38. It fairly represents the amount of your expenses? I think so.
39. You have also addressed a letter to the Chairman dated 10th October, 1895, in which your claim totals £530 18s. How do you account for the difference between the two amounts? When I made up the second statement I could not find the earlier one; in fact I did not know that I had it. There may be little discrepancies between the two statements which could not be prevented.
40. And in the second statement you have charged interest for seven years at the rate of 8 per cent.? Yes; though it should be nine years. I am paying the bank 8 per cent. at the present time.
41. Upon what? Upon an overdraft.
42. An overdraft obtained for the purpose of carrying on mining? No; it has nothing to do with mining.
43. But how could you make that a charge against the Government? Because the Crown put me in possession of this land, caused me to expend money there, and then threw me out again illegally. There was no law by which I could be dispossessed, I having complied with the terms of the Act.
44. But you were dispossessed? Yes; by force.

Mr. J. F. Connelly.

18 Dec., 1895.

45. Why did you not take your legal remedy? Country people are not like the city people. We did not know what to do. I was informed that this was a matter for the House, but if I had known as much then as I know now I would have brought the case before the Supreme Court.
46. *Mr. Gormly.*] Now that your memory has been refreshed by your first statement, you find that the second statement is not accurate? There is a slight difference between the two, but in the second statement I have charged interest.
47. Your first statement is the most correct, it having been prepared some years ago when the facts were fresh in your memory? Yes.
48. Therefore you do not rely upon the second statement? Not necessarily; because there may be a few discrepancies in it.
49. *Chairman.*] There was another shaft that you sank for a depth of 84 feet—what was that through? Hard rock.
50. Throughout? No; there was alluvial as well.
51. How much alluvial was there? Somewhere about 50 or 60 feet.
52. Requiring timbering? Not much.
53. The balance was through hard rock? Through very hard rock.
54. What does it cost per foot for rock work? This was not contract work.
55. But what is rock sinking like that worth? About 15s. or £1 a foot.
56. *Mr. Fegan.*] If you were putting on men, what would you give them? 15s. for some of it, £1 for other of it, and perhaps less for some. I have paid as much as £5 and £6 for rock sinking.
57. *Mr. Lee.*] In your detailed statement do you include any expenses connected with the wording of No. 3 shaft, outside I.P. 423? No.
58. You have confined the account to expenses connected with shafts 4 and 5? Yes.
59. *Chairman.*] What is the driving worth? From 15s. to £1 a foot.
60. *Mr. Lee.*] Will £1 a foot cover everything? Yes.
61. Then there is 150 feet of driving; what would that cost? Some parts were harder than other parts, but I should say from 15s. to £1 per foot.
62. *Chairman.*] Is the difference between the amount of the first and second claim practically made up by charging interest? Yes.
63. *Mr. Fegan.*] If you had not spent £349 on these shafts you might still have had the money, and your present overdraft would be smaller than it is? Yes.
64. And for that reason you have charged interest? Yes.
65. *Chairman.*] Whether the liabilities which exists in the form of an overdraft had existed or not, you maintain that you are entitled to interest at the rate of 8 per cent. upon the money that you have expended upon this ground? Yes.

APPENDIX.

[*To Evidence of J. F. Connelly.*]

New South Wales.

The Lands Department, Debtor to John F. Connelly, of Parkes.

EXPENSES incurred from 12/12/86 to the 12/5/87 while under Permit from the Lands Department of New South Wales.

	£	s.	d.
500 feet 2-inch boards for slubbing shaft, 1,000 feet, @ 14/-	7	0	0
4 lands logs for two shafts, @ 20/-	4	0	0
2 ,, sapling for wings, shed, &c., @ 20/-	2	0	0
16 sheets galvanised iron, for shed, @ 4/6	3	12	0
250 feet rope, 50/-; 3 green-hide bags, 24/-	3	14	0
2 windlasses, one a patent, with rollers, 20/- and 40/-	3	0	0
6 picks, @ 7/-, 42/-; hammers and gads, 20/-; 3 shovels, 15/-	3	17	0
Repairs of tools, blacksmith, 60/-; axe, 7/-; saw, 6/-	3	13	0
Prop timber and caps, 10/-; 2 boxes and 20 lb. candles, 70 lb., @ 8d, 46/8	2	16	8
60 yards calico, @ 6d., 30/-; hire of fan, 40/-; nails, tacks, 5/-	3	15	0
Wages, 6 men, from 12/12/86 to 25/12/86, @ 50/- weekly each	30	0	0
,, 6 ,, 1/1/87 to 16/3/87 ,, ,,	165	0	0
,, 4 ,, 16/3/87 to 1/4/87 ,, ,,	20	0	0
,, 2 ,, 1/4/87 to 14/4/87 ,, ,,	10	0	0
,, 4 ,, 14/4/87 to 12/5/87 ,, ,,	40	0	0
3 visits to Sydney in re Permit, @ £10	30	0	0
4 driving picks, @ 6/-, 24/-; 1 truck, 10/-	1	14	0
McLachlan's expenses	10	10	0
,, 1 load prop timber	1	10	0
,, 1 load box slabs and caps	3	0	0
	£349	1	8

Sydney: Charles Potter, Government Printer.—1896.

1895.

NEW SOUTH WALES.

NEW SOUTH WALES GOVERNMENT RAILWAYS AND TRAMWAYS.

(ANNUAL REPORT OF RAILWAY COMMISSIONERS, YEAR ENDING 30TH JUNE, 1895.)

Presented to Parliament, pursuant to Act 51 Vic. No. 35.

Offices of the Railway Commissioners of New South Wales,
Sydney, 9 September, 1895.

TO THE HONORABLE THE MINISTER OF RAILWAYS,—

SIR,

In accordance with the provisions of the 45th clause of the Railways Act of 1888, 51 Vic. No. 35, we have the honor to present, for the information of Parliament, our Annual Report upon the working of the Railways and Tramways for the year ending June 30th, 1895.

GENERAL REMARKS.

We are pleased to report that the continuous decrease in the traffic which has been experienced since the close of the year ending June, 1892, has at last been arrested, and the year dealt with in this report shows an improvement in the revenue.

The financial result for the year is as under :—

Total traffic, **Railways and Tramways** ...	... £3,160,520
Total expenditure, **Railways and Tramways** ...	... 1,798,582
Net return after paying working expenses...	£1,361,938

being an increase in net profit over last year of £91,328, making an accumulated increase in net profits paid into the Treasury during the past seven years of £2,792,882.

From this sum must be deducted £300,000, four instalments of £75,000 each, towards paying off the £1,000,000 vote under Act 53 Vic. No. 24, for reconstruction and improvement of rolling-stock and permanent-way, which fell due up to the 31st December last; after deducting this amount the Treasury will still have received £2,492,882 increased net earnings during the past seven years.

The Supplementary Report issued on the 19th November, 1894, printed as an appendix hereto, so fully dealt with the general questions of policy and results during the period of the operation of the Railway Act of 1888, that it will be unnecessary to go further into the question, beyond stating that for the past seven years 67·68 per cent. of the increased gross earnings of the Railways have been paid into the Treasury as net profit; and that although the gross traffic for the year closed by this report is £583,080 in excess of that of 1888, the whole of this increased income has been earned with the small increase of £37,038 over the working expenses of that year.

Tables showing the progress and results of the Railway and Tramway working for a period of fourteen years will be found in the Appendix, page 15.

[2,000 copies—Approximate Cost of Printing (labour and material), £183 9s. 4d.]

RAILWAYS.

Since the last Annual Report was issued the following lines have been opened for traffic :—

	Length of line. Miles.	Date of opening.
Mullumbimby to Murwillumbah ...	25	24th December, 1894.
Sydenham to Belmore	5	1st February, 1895.

The opening of these lines brings the total railway mileage up to 2,531¼ miles.

A line of the "Pioneer" class is under construction from Narrabri to Moree, a distance of 63 miles; and lines of a similar character have been approved by Parliament, and will shortly be commenced from Parkes to Condobolin, and Jerilderie to Berrigan, a total distance of 84 miles.

The cost of the lines open for traffic on the 30th June amounted to £36,611,366, of this amount, £903,565 has been provided out of the Consolidated Revenue, and Debentures of the value of £1,266,146 have been finally paid off, leaving £34,441,655 as the amount upon which interest has to be paid

The revenue for the year was £2,878,204, and the working expenses amounted to £1,567,589, or 54·46 per cent. of the gross revenue, leaving a net revenue of £1,310,615, or a return of 3·60 per cent. upon the capital total expenditure on the railways open for traffic and 3·83 per cent. upon the capital on which the country has to pay interest.

The revenue shows an increase of £64,663, and as the working expenses have been reduced by £24,253, the net result is £88,916 better than last year.

The coaching traffic is responsible for a decrease of £24,128. First-class passenger traffic shows a decrease of £27,657; second class and other Revenue an increase of £3,529. The number of passenger journeys made amounted to 19,725,418, an increase of 459,686.

The revenue derived from the Goods Department shows an increase of £88,791, the main items of increase being—Live stock, £40,573; coal and other minerals, £36,862; and wool, £25,033. General merchandise and other goods Revenue shows a decrease of £13,677.

The train miles run were 7,594,281, being an increase of 424,496 train miles. This includes 92,925 miles for the necessary train service in connection with the new lines worked during the year. The balance of the increase is due to the working of a larger traffic.

The earnings per train mile are 7s. 7d., as compared with 7s. 10¼d. last year. The decrease is owing to the operation of cheaper rates, traffic carried shorter distances, and a large portion of the additional earnings consisting of traffic carried at low rates. The expenditure per train mile has decreased from 4s. 5¼d. to 4s. 1½d., leaving a net earning of 3s. 5½d. as against 3s. 5d. last year, and 2s. 3½d. in 1888, *an increased net profit* upon the 1888 results of 1s. 2d. per train mile, or a total sum of £443,000 for the year.

WORKING

Working Expenses.

The percentage the working expenses bear to the gross revenue shows a decrease of 12¼ per cent. since 1888. This result has been brought about by a gradual reduction year by year, as will be seen by the following figures:—

Year.	Percentage of working expenses to Gross Earnings.
1888	66·69
1889	64·39
1890	63·26
1891	61·57
1892	61·60
1893	59·39
1894	56·58
1895	54·46

The rolling-stock, permanent-way, and the property generally is in excellent condition, having been considerably improved and increased in value during recent years.

Earnings.

The following table, giving the earnings per mile of railway open, gross and net earnings per train mile, and the total and net earnings for all lines for a series of years, shows the continuous improvement in the Railway property as an asset, in spite of the great depression through which the country has been passing of late years.

Year.	Average miles open during year.	Per Mile open.		Train Miles run.	Earnings per Train Mile.		Total Earnings.	
		Gross Earnings.	Net Earnings.		Gross Earnings.	Net Earnings.	Gross.	Net, after paying working expenses.
		£	£		s. d.	s. d.	£	£
1885*	1,663½	1,307	421	6,638,399	6 6½	2 1¼	2,178,172	717,555
1886*	1,790	1,207	373	6,479,265	6 8	2 0¾	2,163,803	668,577
1887*	1,935½	1,141	388	6,472,107	6 9¾	2 3¾	2,212,718	752,375
1888	2,044	1,123	374	6,689,313	6 10¼	2 3½	2,295,124	764,573
1889	2,128	1,193	425	7,641,769	6 7¾	2 4¾	2,538,477	903,875
1890	2,177	1,210	444	8,008,826	6 6¾	2 5	2,633,086	967,251
1891	2,182	1,363	524	8,410,421	7 1	2 8¾	2,974,421	1,143,050
1892	2,182½	1,423	546	8,356,096	7 5¼	2 10¼	3,107,296	1,193,044
1893	2,316	1,264	514	7,505,310	7 9½	3 2	2,927,056	1,188,540
1894	2,427½	1,159	503	7,169,785	7 10¼	3 5	2,813,541	1,221,699
1895	2,516	1,144	521	7,594,281	7 7	3 5¼	2,878,204	1,310,615

* Year ending December; since 1887 the year has closed on 30 June.

The earnings of each mile of line open in the year just closed was £1,144, or £21 more than in 1888; the more economical administration of the property, however, has admitted of £147 per mile additional net profit being paid into the Treasury.

SAFETY

SAFETY APPLIANCES.

The following return will show the progress made in extending the absolute block system of working, and the interlocking of points and signals:—

RETURN showing number of Miles of Line open for Traffic, number of Miles worked under **Absolute Block System,** also Number and Percentage of Places which have or have not **Points and Signals Interlocked.**

Date to end of—	Number of Miles of Line open for Traffic.				Number of Miles of Line on which the Traffic is worked under the Absolute Block System.			Number and Percentage of Places which have or have not Points and Signals Interlocked.				
								Number of Places.			Percentage.	
	Quadruple.	Double.	Single.	Total.	Quadruple and Double.	Single.	Total.	Interlocked.	Not Interlocked.	Total.	Interlocked.	Not Interlocked.
October, 1888	...	71½	2,042½	2,114	28	...	28	104	318	422	24·64	75·36
July, 1890	...	78	2,103	2,181	72¾	189¼	262	176	294	470	37·45	62·55
July, 1891	...	124	2,058½	2,182½	118¾	207¼	326¼	234	262	496	47·17	52·83
July, 1892	8½	143	2,126¾	2,278¾	149	507¼	656¼	257	248	505	50·89	49·11
July, 1893	8½	149½	2,193	2,351	154½	910½	1,065	294	237	531	55·36	44·64
July, 1894	8½	149½	2,343¼	2,501¼	154½	1,014	1,168½	339	224	563	60·21	39·79
July, 1895	8½	154½	2,368¾	2,531¾	159½	1,014	1,173½	366	216	582	62·89	37·12

In consequence of the great necessity for the curtailment of expenditure this work is being dealt with gradually.

The fitting up of the goods stock with the Westinghouse quick-acting freight brake has progressed gradually during the year. About 4,600 vehicles are now fitted with the brake or pipe.

It is with much regret we have to record the occurrence, on the 31st of October, 1894, at Redfern Station, of a collision between an incoming suburban passenger train and a passenger train which started from the platform, although the starting signal was at "danger." The result was most serious, forty-three persons having been injured, of whom thirteen subsequently died. Every known appliance for securing the safety of the travelling public in connection with a crowded station was in use, but all were rendered valueless by the momentary failure of the human agents employed. The force of the collision was comparatively slight, and little damage would have followed had not the boiler of the tank engine attached to the suburban train been pierced, and the steam thus released finding its way into the leading carriage (which was of the open American type) of that train, caused serious loss of life and injury from scalding. Provision has been made in the expenses for the year covered by this report to meet nearly the whole of the compensation which will have to be paid in connection with this accident.

RATES.

Some important reductions in rates have been made during the year. On the 21st October, 1894, the rates for cattle were reduced to the scale of charges applicable to sheep, being practically a reduction of 20 per cent.

On

On the 1st March last, a general revision of the goods classification was made by which many articles were placed in lower classes, thus affording concessions to the users of the railway; a further reduction was also made in the rates for grain, flour, potatoes, and other produce of a similar character carried for long distances. Hay, which has heretofore been charged at higher rates than straw, chaff, &c., has been classified to be carried at the straw, &c., rates. The rates for coal in the Newcastle district, and from the Western mines to Sydney and district, have also been slightly reduced.

The wool rates have also been revised, with the view of removing altogether the anomalies, which were formerly very serious, of charging higher rates from stations nearer Sydney and Newcastle, than were charged from longer distances on the same line affected by the interior river and other competition. These anomalies have been modified from time to time, but are now completely removed.

Modifications have also been made in the differential goods rates in the Northern District, with consequent reductions in the rates of carriage.

The following table will show the existing rates for grain, flour, potatoes, &c., also hay, straw, chaff, &c., for various distances:—

Grain, Flour, Meal, Bran, Pollard, Millet Seed, Beet-root, Chicory-root, Potatoes, &c., on the Up Journey.				Hay, Straw, Chaff, Green Fodder, and Ensilage.		
Per ton in 6-ton Truck Loads.				Per truck (not to exceed 6 tons).		
	£	s.	d.	£	s.	d.
100 miles...	0	8	4	1	18	1
150 „	0	10	0	1	18	10
200 „	0	11	8	2	8	6
250 „	0	12	3	2	15	0
300 „	0	12	9	3	1	6
350 „	0	13	3	3	7	6
400 „	0	13	9	3	13	6
450 „	0	14	3	3	19	6
500 „	0	14	9	4	5	6

Return of Ton Mileage for Year ending 31st December, 1894.

Description of Traffic.	Total Tons carried.	Total Miles carried.	Average Miles per Ton.	Earnings, exclusive of Terminal Charges.	Earnings per ton per Mile.	Percentage of each class to Total Tonnage.
	tons	miles	miles	£	D.	per cent.
Coal and Shale... ...	2,440,389	35,154,389	14·41	105,228	·72	62·40
Firewood	188,416	5,155,475	27·36	18,185	·85	4·82
Grain, Flour, &c. ...	241,669	36,250,854	150·00	92,284	·61	6·18
Hay, Straw, and Chaff	83,819	13,691,695	163·35	24,302	·43	2·14
* Miscellaneous and A class	280,369	17,943,616	64·00	63,189	·84	7·17
Wool	124,102	34,882,444	281·08	354,450	2·44	3·17
Live Stock	153,082	37,481,715	244·84	302,419	1·94	3·91
All other goods ...	399,249	56,529,665	141·59	605,175	2·57	10·21
Total	3,911,095	237,089,853	60·62	1,565,232	Average 1·58	100·00

* Miscellaneous traffic consists of timber, lime, manures, fruit, vegetables, hides, tobacco leaf, bricks, gravel, drain-pipes, and traffic of a similar nature.

The

The following table will show the extent to which the rates have been reduced since 1879 :—

RETURN showing Mileage per Ton and Earnings per Ton per Mile of Goods Traffic carried during the years ending 31st December, 1879, 1883, 1891, and 1894.

	COAL AND SHALE.				FIREWOOD.			
	1879.	1883.	1891.	1894.	1879.	1883.	1891.	1894.
Tons carried	1,039,099	1,596,408	2,673,378	2,440,389	112,171	160,662	176,790	188,416
Miles carried	14,212,532	25,363,800	46,882,655	35,154,389	3,009,030	4,349,344	4,734,019	5,156,475
Average miles per ton	13·68	15·89	17·53	14·41	26·82	27·07	26·77	27·36
Gross Earnings	£ 74,371	125,730	148,299	105,228	15,781	22,618	21,709	18,185
	d.	d.	d.	d.	d.	d.	d.	d.
Earnings per ton per mile	1·25	1·19	0·76	0·72	1·26	1·25	1·10	0·85

	GRAIN AND FLOUR.				HAY, STRAW, AND CHAFF.			
	1879.	1883.	1891.	1894.	1879.	1883.	1891.	1894.
Tons carried	36,249	65,736	138,491	241,669	22,467	35,119	64,967	83,819
Miles carried	3,611,407	7,756,369	22,130,334	36,250,854	743,679	2,712,396	10,024,149	13,691,695
Average miles per ton	99·63	117·99	111·49	150·00	33·10	77·23	154·29	163·35
Gross Earnings	£ 19,150	33,066	61,521	92,284	6,825	15,251	19,797	24,302
	d.	d.	d.	d.	d.	d.	d.	d.
Earnings per ton per mile	1·27	1·02	0·66	0·61	2·20	1·35	0·46	0·43

	WOOL.				LIVE STOCK.				General Merchandise, and Traffic not included in other groups.			
	1879.	1883.	1891.	1894.	1879.	1883.	1891.	1894.	1879.	1883.	1891.	1894.
Tons carried	31,773	63,887	111,797	124,102	27,805	68,059	128,211	153,082	451,251	875,571	1,008,599	679,618
Miles carried	5,283,838	15,184,040	30,282,222	34,882,444	3,726,176	13,224,154	34,650,831	37,481,715	36,862,450	86,374,184	92,087,454	74,473,281
Average miles per ton	166·30	237·67	270·86	281·08	134·01	194·30	270·26	244·84	81·68	98·65	91·30	109·58
Gross Earnings	£ 61,875	156,763	314,151	354,450	45,726	154,360	267,661	303,419	408,687	762,817	806,882	668,364
	d.	d.	d.	d.	d.	d.	d.	d.	d.	d.	d.	d.
Earnings per ton per mile	2·81	2·47	2·49	2·44	2·95	2·81	1·85	1·94	2·66	2·12	2·10	2·16

NOTE.—The figures for 1879 and 1883 include traffic carried for departmental purposes, also terminal charges, but in 1891 and 1894 terminals and departmental traffic are excluded.

The

OPENING OF NEW LINES AND THEIR EFFECT UPON THE TRAFFIC.

THE following statement shows the earnings and expenses in connection with a number of outlying lines in the Colony for the year ending the 31st December last.

Line.	Length.	Capital Cost.	Interest on Capital.	Working Expenses.		Total Earnings.		Loss after providing for Working Expenses and Interest.		
				Year ending December, 1894.	Year ending December, 1893.	Year ending December, 1894.	Year ending December, 1893.	Year ending December, 1894.	Year ending December, 1893.	
	Mls. ch.	£	£	£	£	£	£	£	£	
Sydney to Kiama	71 52½	2,180,294	76,310	100,064	101,907	135,283	139,863	41,091	38,356	
Junee to Hay	167 35¾	1,043,270	41,731	30,028	33,525	54,196	56,134	17,563	19,122	
Narrandera to Jerilderie ...	64 54¼	424,175	16,967	6,739	7,694	9,401	9,855	14,305	14,806	
Wallerawang to Mudgee ...	85 6	1,042,810	41,563	20,975	24,680	34,024	36,146	28,514	30,097	
Cootamundra to Gundagai..	33 45½	252,280	8,830	5,030	5,563	7,386	7,629	6,474	6,763	
Goulburn to Cooma ...	130 40	1,462,177	51,176	22,435	24,883	30,515	30,952	43,096	45,107	
Orange to Molong... ...	22 60	286,863	10,040	6,820	7,175	13,110	10,325	3,750	6,890	
Hornsby to St. Leonards ...	10 29½	225,123	7,879	8,352	7,603	7,056	5,470	9,175	9,950	
Armidale to Jennings ...	132 42¾	1,539,946	60,955	33,310	36,576	30,418	33,991	63,847	63,540	
Murrumburrah to Blayney..	110 63	1,141,945	39,988	28,741	32,253	31,123	35,273	37,586	36,934	
Culcairn to Corowa ...	47 39	228,227	7,988	3,826	4,226	3,791	3,936	8,023	7,818	
Nyngan to Cobar	81 27¼	313,435	10,970	5,410	6,097	12,792	8,040	3,588	9,026	
Blacktown to Richmond ...	16 12	196,168	8,698	7,930	9,774	11,512	12,192	5,116	6,280	
	974 28	10,336,713	383,075	279,660	301,956	380,607	389,806	282,128	294,689	
New Lines.				Year ending 30 June, 1895.	From date of opening to 30 June, 1894.	Year ending 30 June, 1895.	From date of opening to 30 June, 1894.	Year ending 30 June, 1895.	From date of opening to 30 June, 1894.	Date of Opening.
St. Leonards to Milson's Point	2 78	356,796	13,090	2,874	3,299	4,272	3,675	11,692	12,848	1893. 1 May.
Kiama to Nowra	22 43½	376,253	13,169	5,212	5,109	5,510	6,153	12,871	13,106	2 June.
Cootamundra to Temora ...	38 69	188,030	7,521	4,460	3,254	10,047	8,293	1,934	983	1 Sept.
Molong to Forbes	72 69	416,663	14,583	12,401	5,143	25,510	10,054	1,474	2,386	18 Dec.
Lismore to Murwillumbah...	63 57	897,494	25,324	4,404	887	3,901	458	25,827	2,757	First section, 15 May, 1894. Second section, 21 Dec., 1894.
Sydenham to Belmore	5 3½	182,388	2,660	1,925	Nil.	1,308	Nil.	3,277	Nil.	1 Feb., 1895
	1,180 28	12,754,337	459,422	310,936	319,648	431,155	418,439	339,203	326,769	

The burden of unprofitable lines still continues to be very heavy; little expansion of traffic is taking place upon them; the expenses of working are, however, continually under review, and are kept as low as possible.

LISMORE-

LISMORE-TWEED LINE.

We must again draw attention to the great additional burden thrown upon the general system by the Lismore-Tweed line, in the hope that even now some steps may be taken, either in the direction we originally recommended, or in some other way, to relieve the general railway capital of the cost of construction of the line. The following statement will show how insignificant the traffic is, and how hopeless it will be to expect working expenses and interest upon the outlay for construction to be provided by its own traffic, and as the line is entirely severed from the general railway system of the Colony it is unfair to tax that system for its support.

CAPITAL, £897,494. LENGTH OF LINE, 63 MILES 57 CHAINS.

EXPENDITURE.				EARNINGS.			
Department.	Amount.	Cost per Train Mile.	Percentage to Earnings.	Department.	Amount.	Train Miles Run.	Earnings per Train Mile.
Expenses.	£	d.	%	**Receipts.**	£		d.
Locomotive	1,415	8·83	32·46	Coaching	3,079	19,684	37·54
Permanent-way	2,801	17·58	64·26	Goods	1,280	18,547	16·56
Traffic	1,075	6·75	24·66				
£	5,291	33·21	121·38	£	4,359	38,231	27·36
		Loss on Working, exclusive of Interest			932		
£	5,291			£	5,291		

	£
Interest on Capital	27,652
Cost of working the line	5,291
Total working cost and interest	32,943
Total traffic	4,359
LOSS ON WORKING DURING THE PERIOD OPEN	£28,584

Lismore to Mullumbimby, opened 15th May, 1894. Mullumbimby to Murwillumbah, opened 24th December, 1894.
The loss includes the working of the first section from 1st July, 1894, to 30th June, 1895, and on the second section from the 24th December, 1894, to the 30th June, 1895.

ESTIMATED LOSS PER ANNUM.

Interest on Capital per annum	£31,487
Estimated cost of working per annum (£86 per mile)...	5,500
Total annual cost	£36,987
Estimated traffic per annum	4,900
Estimated total annual loss... ...	£32,087

ACCOMMODATION

ACCOMMODATION FOR THE TRAFFIC AND CONDITION OF LINES AND ROLLING STOCK.

The general provisions for the traffic are all that are required at present. A few points, such as increasing the number of vehicles for the expanding meat export business and supplying improved trucks for the butter and dairy produce, are receiving attention.

The permanent-way and rolling stock has continued to receive special attention, and considerable improvements have been effected.

During the year 57½ miles of line has been relaid, resleepered, or rerailed.

STAFF.

The staff of various grades which had to be placed on short time owing to the depression has been gradually restored to longer periods of work, until, at the date of the issue of this Report, the majority of the men are working on full time.

The rates of pay of the staff have not been reduced, and the New South Wales Railway and Tramway Staff is the best paid body of men in the colonies, if not in the whole world. The rates of pay given to the principal grades appear as an Appendix, page 27.

The following figures show the total number of persons employed on the Railways and Tramways, October, 1888, and June, 1895; and also the traffic and mileage dealt with :—

	October, 1888.	June, 1895.
Railways and Tramways (Number employed) ...	11,393	10,521
	30 June, 1888.	
Gross traffic for preceding 12 months ...	£2,531,643	£3,160,520
Increase in Gross Earnings over 1888 ...		£628,877
Net profit after paying working expenses...	£781,896	£1,361,938
Increase in Net Earnings over 1888		£580,042
Percentage of increased Gross Earnings paid into the Treasury		92·23
Miles open—Railways	2,114	2,531¼
Do Tramways	38¼	61
Total mileage	2,152¼	2,592¼

The Appendices to the Report will give complete information regarding the railway traffic and expenses, and the reports of the Chief Mechanical Engineer and the Engineer-in-Chief for Existing Lines will give details regarding the condition of the rolling stock and lines.

A diagram is also attached showing graphically the most interesting features of the working of the Department.

RESULTS

RESULTS OF THE WORKING.

RAILWAYS.

Year ending 30 June, 1895, compared with 1894 and 1888.

Particulars.	1895.	1894.	1888.
Total spent in construction and equipment	36,611,366	£35,855,271	£27,722,748
Total Debentures finally paid off	1,266,146	£1,248,975	£1,017,875
Total cost per mile open for traffic (including Workshops, Rolling Stock, &c., &c.)	14,463	£14,335	£13,114
Total mileage open for traffic	2,531¼	2,501¼	2,114
Average miles opened for the year	2,516	2,427⅓	2,044
Gross revenue	2,878,204	£2,813,541	£2,295,124
Working expenses	1,567,589	£1,591,842	£1,530,551
NET PROFIT ON WORKING ... ... (After paying Working Expenses).	**1,310,615**	**£1,221,699**	**£764,573**
PERCENTAGE OF WORKING EXPENSES TO REVENUE	**54·46**	**56·58**	**66·69**
Earnings per average mile open	1,144	£1,159	£1,123
Working expenses per average mile open	623	£656	£749
NET RETURN PER AVERAGE MILE OPEN ...	**£521**	**£503**	**£374**
	s. d.	s. d.	s. d.
Gross earnings per train mile	7 . 7	7 . 10¼	6 . 10¼
Working expenses per train mile	4 . 1½	4 . 5¼	4 . 7
NET PROFIT PER TRAIN MILE ... ... (After paying Working Expenses).	**3 . 5¼**	**3 . 5**	**2 . 3½**
PERCENTAGE OF PROFIT TO CAPITAL INVESTED	**3·60**	**3·46**	**2·85**
Number of passenger journeys	19,725,418	19,265,732	15,174,115
Goods tonnage	3,907,844	3,343,968	3,331,671
Live-stock tonnage	167,249	149,961	68,101
Train mileage...	7,594,281	7,169,785	6,689,313
Locomotives, Number of	523	522	428
Passenger Stock, Number of	1,044	1,047	1,039
Goods Stock, Number of	10,557	10,553	8,833

TRAMWAYS.

On the 30th June, 1894, 58½ miles were open for traffic, and on the 19th September, 1894, the cable line from King-street, Sydney, to Ocean-street, Woollahra, a distance of 2 miles 32 chains, was opened, making a total of 61 miles of lines in use.

The cost of the lines opened for traffic is £1,428,518, of which £36,837 has been paid out of the Consolidated Revenue, leaving £1,391,681 upon which interest has to be paid.

The Traffic shows an increase of £4,122, and the expenditure an increase of £1,710. The percentage returns upon the capital invested has fallen from 4·07 to 3·69. The decrease is owing to the unprofitable lines being a burden upon the general revenue, and the Ocean-street Cable Line, Sydney, having only produced a little over the cost of working.

Condition of Existing Lines.

The lines have had a considerable sum of money expended upon them in renewals during the year, and are in good condition.

Accommodation for the Traffic.

The great necessity for relieving the Bridge-street Yard and Elizabeth-street, so as to enable improved services to be afforded to the Railway Station and some of the Suburbs, to which we have on many occasions called attention, is a most important matter and requires the immediate attention of the Government.

The

The working of the Tram-lines in sections is as under :—

	1895.	1894.	1888.
CITY AND SUBURBAN LINES. *Length, 40 miles 25 chains.*			
Total Cost of Construction and Equipment	£962,037	£954,035	£742,555
Gross Revenue	230,583	250,809	221,060
Working Expenses	186,081	206,554	204,227
Profit on Working	44,502	44,255	16,833
Percentage, Working Cost to Revenue	80·70	82·35	92·38
Total Mileage open	40¼	40¼	29½
Passenger Fares collected	54,173,917	58,773,094	51,563,197
PERCENTAGE OF PROFIT TO CAPITAL INVESTED ...	**4·62**	**4·64**	**2·27**
NORTH SHORE CABLE TRAMWAY. *Length, 2 miles 11 chains.*			
Total Cost of Construction and Equipment	114,628	£118,247	£71,519
Gross Revenue	10,552	11,683	7,248
Working Expenses	8,232	8,146	6,833
Profit on Working	2,320	3,537	415
Percentage, Working Cost to Revenue	78·01	69·72	94·26
Total Mileage open	2⅛	2⅛	1½
PERCENTAGE OF PROFIT TO CAPITAL INVESTED ...	**2·02**	**3·04**	**0·58**
OCEAN-STREET CABLE TRAMWAY. *Length, 2 miles 32 chains.*			
Total Cost of Construction	171,905		
Gross Revenue	18,895		
Working Expenses	16,683	Not open.	Not open.
Profit on Working	2,212		
Percentage, Working Cost to Revenue	88·29		
Total Mileage open	2⅝		
PERCENTAGE OF PROFIT TO CAPITAL INVESTED ...	**1·64**		
NEWCASTLE TO PLATTSBURG. Including Merewether and Tighe's Hill Sections. *Length, 12 miles 1 chain.*			
Total Cost of Construction and Equipment	137,284	£136,047	£63,170
Gross Revenue	19,458	13,193	8,211
Working Expenses	15,875	11,177	8,136
Profit on Working	3,583	2,016	75
Percentage, Working Cost to Revenue	81·58	84·72	99·08
Total Mileage open	12	12	7½
PERCENTAGE OF PROFIT TO CAPITAL INVESTED ...	**2·61**	**2·09**	**0·12**
ASHFIELD TO ENFIELD. *Length, 1 mile 78 chains.*			
Total Cost of Construction and Equipment	15,967	£15,865	
Gross Revenue	972	1,004	
Working Expenses	1,999	1,863	
Interest on Capital	559	555	Not open.
Percentage, Working Cost to Revenue	203·17	185·56	
Total Mileage open	2	2	
LOSS ON WORKING	**1,586**	**1,414**	
NORTH SHORE—MILITARY ROAD—ELECTRIC. *Length, 2 miles 13 chains.*			
Total Cost of Construction and Equipment	26,097	£24,792	
Gross Revenue	1,856	1,505	
Working Expenses	2,123	1,543	Not open.
Interest on Capital	934	675	
Percentage, Working Cost to Revenue	164·71	102·52	
Total Mileage open	2¼	2¼	
LOSS ON WORKING	**1,201**	**713**	

RESULTS OF THE WORKING.

TRAMWAYS—ALL LINES.

Year ending 30 June, 1895, compared with 1894 and 1888.

Particulars.	1895.	1894.	1888.
Total spent on construction and equipment	1,428,518	1,248,986	877,244
Total cost per mile open	23,418	21,314	22,786
Total mileage open for traffic	61	58½	38½
Gross revenue	282,316	278,194	236,519
Working expenses	230,993	229,283	219,196
NET PROFIT (After paying Working Expenses) ...	**51,323**	**48,911**	**17,323**
PERCENTAGE OF WORKING EXPENSES TO REVENUE	**81·82**	**82·42**	**92·67**
Earnings per average mile open	4,666	5,104	6,224
Working expenses per average mile open	3,818	4,207	5,768
Gross earnings per tram mile	2/3	2/8½	3/4¾
Working expenses per tram mile	1/10	2/2¾	3/1¾
NET PROFIT PER TRAM MILE	d. **5**	d. **5¾**	d. **3**
PERCENTAGE OF PROFIT TO CAPITAL INVESTED	**3·69**	**4·07**	**1·98**
Number of passenger fares collected	66,352,069	65,345,097	53,957,395
Tram mileage...	2,503,161	2,060,781	1,388,786
Motors, Number of	120	120	96
Cars, Number of	315	268	159
General Stock, Number of	22	22	19

We have the honor to be,

Sir,

Your most obedient Servants,

E. M. G. EDDY, Chief Commissioner.

CHARLES OLIVER, Commissioner.

W. M. FEHON, Commissioner.

CONTENTS OF APPENDIX.

RAILWAYS.

NO.		PAGE
	Table showing progress of the Working for 14 years	15
1.	Report of Engineer-in-Chief for Existing Lines	16
2.	Report of Chief Mechanical Engineer	17
3.	Return of working stock, &c.	20
4.	Revenue Account	22
5.	Working expenses abstracts	23
6.	Comparative analysis of traffic	24
7.	Statement of earnings, working expenses, &c.	25
8.	Statement of the Railway Capital to 30th June, 1895	26
	Statement of amount *voted* for Rolling Stock and Additions triennially since 1877	26
9.	Return showing the average rates of pay, &c.	27
10.	Wages paid to Maintenance, Locomotive, and Traffic Branches	28
11.	Return of Staff employed—Railways and Tramways	28
12.	Number of suburban passengers, &c.	28
13.	Capital expenditure—Lines open	29
14.	Cost of additions, &c.	29
15.	Date of opening the various sections of Railway, and length in miles	30
16.	Statement of live stock traffic	31
17.	Statement of wool traffic	32
18.	Return of coal and shale carried	33
19.	Return of coal exported from Newcastle	34
20.	Return of imports—Railway and Tramway material	35
21.	Number and nature of injuries to life and limb	36
22.	Revenue and expenditure of each station	38
23.	Return of appointments	44
24.	Return of removals	46

TRAMWAYS.

25.	Report of Locomotive Superintendent	50
26.	Report of Tramway Engineer	51
27.	Revenue Account	52
28.	Working expenses abstracts—City and Suburban Lines, Sydney	53
29.	Working expenses abstracts—North Shore Cable	54
30.	Working expenses abstracts—City and Suburban Lines, Newcastle	54
31.	Capital expenditure—Lines open	55
32.	Summary of the working of City and Suburban	56
33.	Number and nature of accidents to life and limb	56
34.	Return of appointments	57
35.	Wages paid	57
36.	Return of removals	58
37.	Rolling Stock—Tramways	

GENERAL.

Diagram of Railway transactions.
Maps showing Railway systems and Lines.
Supplementary Report, issued 19 November, 1894.

APPENDIX.

Table showing the progress and result of the Railway and Tramway working for a period of 14 years :—

RAILWAYS.

Year.	Length of Line open 30 June, 1895.	TOTAL EARNINGS.	ACCUMULATED INCREASES. TOTAL EARNINGS.	NET EARNINGS after paying Working Expenses.	NET EARNINGS.	Capital expended on Lines open.
	Miles.	£		£		£
1882	1,268	1,701,016		763,661		15,843,616
1883	1,320	1,934,694		751,220		16,905,014
1884	1,618	2,089,749	INCREASE ON 1882 TRAFFIC, £2,668,164.	786,010	ACCUMULATED DECREASE ON 1882 RESULT, £141,656.	20,080,138
1885	1,732	2,178,172		717,555		21,831,276
1886	1,889	2,163,803		668,577		24,071,454
1887	2,036	2,212,718		752,375		26,532,122
1888	2,114	2,295,124		764,573		27,722,748
1889	2,171	2,538,477		908,875		29,839,167
1890	2,182	2,633,086		967,251	ACCUMULATED INCREASE ON 1888 RESULT, £2,576,063, *or* 67·68 *per cent. of the increased gross earnings.*	30,555,123
1891	2,182	2,974,421	INCREASE ON 1888 TRAFFIC, £3,806,213.	1,143,050		31,768,617
1892	2,185	3,107,296		1,193,044		33,312,608
1893	2,351	2,927,056		1,188,540		34,657,571
1894	2,501¼	2,813,541		1,221,699		35,855,271
1895	2,531¼	2,878,204		1,310,615		36,611,366

TRAMWAYS.

Year.	Length of Line open 30 June, 1895.	TOTAL EARNINGS.	ACCUMULATED INCREASES. TOTAL EARNINGS.	NET EARNINGS after paying Working Expenses.	NET EARNINGS.	Capital expended on Lines open.
	Miles.	£		£		£
1882	22	126,202		23,066		447,940
1883	25	190,699		11,822		585,062
1884	27½	219,942		4,775	ACCUMULATED DECREASE ON 1882 RESULT, £52,281.	686,402
1885	27½	223,340	INCREASE ON 1882 TRAFFIC, £569,046.	15,345		751,730
1886	29	230,410		23,957		857,483
1887	38½	225,348		12,893		923,608
1888	38½	236,519		17,323		877,244
1889	38½	243,563		21,728		909,595
1890	39½	268,962		44,889	ACCUMULATED INCREASE ON 1888 RESULT, £216,819.	933,614
1891	42½	292,850	INCREASE ON 1888 TRAFFIC, £310,709.	53,171		1,004,212
1892	48	305,090		56,499		1,099,659
1893	49	295,367		61,559		1,118,471
1894	58½	278,194		48,911		1,248,923
1895	61	282,816		51,323		1,428,518

APPENDIX I.

REPORT upon the Condition of Lines and Works for the Year ending 30th June, 1895.

New South Wales Government Railways,
Office of Engineer-in-Chief for Existing Lines, 17 July, 1895.

Sir,

I have to report, for the information of the Railway Commissioners, that the whole of the Permanent Way, Buildings, and Works have been well maintained during the past year, and the lines are in excellent running order.

During the year, 57 miles 37¼ chains have been completely re-laid, re-railed, or re-sleepered. 222 miles 42 chains have been lifted and ballasted, and 36 miles 52 chains of fencing have been renewed, the cost of the whole having been charged to Working Expenses.

Additional accommodation, consisting of sidings, cattle-yards, footbridges, platforms, and other works fairly chargeable to capital, have also been provided and paid for out of Working Expenses.

Improvement of Grades and Curves.

The improvement of the grades near Quirindi and Aberdeen on the Northern Line, and Faulconbridge on the Western Line, has been completed, and the cutting out of the 8-chain curves near Karabar is well advanced. Good progress is being made in improving the gradients at Toowong on the Northern Line, Moss Vale, Wingello, and between Goulburn and Cullerin on the Southern Line, and between Wellington and Dubbo on the Western Line.

The section of the line (25 miles) from Mullumbimby to Murwillumbah, completing the authorised line from Lismore to the Tweed River, was opened for traffic on the 24th December, 1894, and the line from Sydenham to Belmore, a distance of 5 miles 3½ chains, was opened for traffic on the 1st February last.

I have, &c.,
JAMES FRASER,
(For the Engineer-in-Chief).

The Secretary to the Railway Commissioners.

RETURN showing the number of Men employed in the maintenance of Permanent-way.

	30th June, 1895. Number per Mile.	30th June, 1894. Number per Mile.
Sydney to Granville Junction	·87	·94
Granville Junction to River Murray	·70	·81
Granville Junction to Bourke	·66	·66
Strathfield Junction to Hamilton Junction	·75	·75
Newcastle to Wallangarra	·62	·68
Illawarra Line	·62	·69
Cooma Line	·37	·43
Murrumburrah–Blayney Line	·54	·54
South-Western Line	·32	·41
Jerilderie Branch	·27	·32
Gundagai Branch	·35	·35
Richmond Branch	·49	·49
Mudgee Branch	·44	·44
Molong Branch	·38	·42
North-western Line	·50	·54
St. Leonards Line	·61	·61
Culcairn–Corowa Line	·25	·31
Nyngan–Cobar Line	·29	·29
Cootamundra–Temora Line	·30	·30
Lismore–Tweed Line	·18	Not opened.
Sydenham to Belmore	·60	do
Camden Tramway	·38	·51
Sans-Souci Tramway	·40	·40
Plattsburg Tramway	·67	·67
Yass Tramway	·16	·16

The following work was performed during the year :—

Sidings laid in and extended	4 miles 8½ chains.
Sleepers used in new sidings	8,123.
Sleepers used in main lines...	182,069.
Ballast used on maintenance of main lines	63,820 cubic yards.
Length of fences renewed	36 miles 52 chains.
Length of fences wired	5 miles 51¼ chains.
Culverts and flood openings constructed	107 feet extra waterway.

RETURN showing length of line relaid and paid for out of working expenses during each year, 1875 to 1895.

Year ending 30th June.	Relaying done.	Relaying paid for.
	miles.	miles.
1875	1	1
1876	0¾	0¾
1877	3¼	3¼
1878	4	4
1879	3¼	3¼
1880	5¾	5¾
1881	12½	12½
1882	10	10
1883	8	8
1884	20¾	20¾
1885	32¼	32¼
1886	11½	11½
1887	26	18¼
1888	23	20¾
Total for 14 years	162	152
1889	25	35
1890	44¼	44¼
1891	107¾	61½
1892	46¾	76
1893	98¼	99¾
1894	60	70½
1895	57½	62½
Total for 7 years	439	449

APPENDIX II.

Chief Mechanical Engineer's Report for the Year ending 30th June, 1895.

Eveleigh, July 23, 1895.

Sir,

I have the honor to report, for the information of the Railway Commissioners, that the working rolling stock, workshop machinery, furnaces, pumping and hydraulic plant, in charge of this Branch, have been maintained in good order.

Although an increase of 858,412 engine miles occurred over the engine mileage of last year, and the percentage of unproductive miles to train miles increased from 33·70 to 37·53, yet the total expenditure of the Department was less by £9,438, and the cost per train mile executed was reduced by 1·486 pence as compared with the operations of 1894.

During the latter portion of the year the workmen in the carriage, wagon, and paint shops, the boilermakers and mechanics in the various steamsheds, resumed full time, and the remainder of the mechanical staff has, for some months past, worked five and a half, instead of five, days per week. The average number of working days for the workshop staff has been 275 as against 254 last year.

Compared with former years, a considerable decrease took place in the amount of work done in the workshops for Capital charges, and for accounts other than working expenses, but the repairs to some of the locomotives and carriages which were new a few years ago, have, on the other hand, been of a heavy and costly character.

Locomotives.

Locomotives.

One new locomotive was constructed in the Eveleigh works, and 345 others have been repaired during the year, 181 of them at Eveleigh, 45 at Newcastle, and the remaining 119 at smaller depôts. 209 of these engines received heavy repairs, and 136 of them had general repairs of a lighter character.

Boilers.

Three hundred and one locomotive boilers were overhauled during the year, 184 of them at Eveleigh, 39 at Newcastle, and the remaining 78 at smaller depôts. One hundred and one of these boilers were internally examined, heavily repaired, refilled with tubes, and returned to locomotives. Sixty-five stationary boilers were overhauled; 10 of them received heavy repairs.

Carriages and Wagons.

One hundred and thirteen new and re-built vehicles were turned out of the Eveleigh shops and charged to working expenses.

One thousand two hundred and ninety-four passenger vehicles were dealt with in the workshops, 931 of them at Eveleigh and the remaining 363 at the Newcastle shops; 432 of these vehicles received heavy repairs, and 9,529 wagons and vans passed through the Eveleigh and Newcastle shops during the year,—2,769 of which were heavily repaired.

One new refrigerator car was built by contractors and debited to working expenses as a renewal of an old car condemned.

Eighty-one defective axles have been withdrawn from traffic and replaced by stronger ones, and 1,500 axle-boxes of defective design have been replaced by standard types and charged against working expenses.

New Stock.

One consolidation goods engine—built in the Eveleigh shops—and eleven new refrigerator cars—built by contractors—have been added to the stock and debited to capital.

The following brief summary shows the mileage executed and the cost of working the Locomotive Branch (including oiling and greasing) during the years 1894 and 1895:—

	1895.	1894.	Increase.	Decrease.
Train miles	7,594,281	7,169,785	424,496	.....
Engine miles	10,444,441	9,586,029	858,412	.....
Revenue	£2,878,204	£2,813,541	64,663	.....
Expenditure	£625,433	£634,870	.....	£9,437
Do in per cents. to revenue	21·73	22·56	.....	0·83
Cost in pence per train mile	19·765	21·251	.....	1·486
Do engine mile	14·372	15·895	.....	1·523

The working expenditure (including oiling and greasing) incurred by the Locomotive, Carriage, and Wagon Department, per engine mile executed, and in percentages of revenue for the last six years, is as follow :—

Year.	Cost in pence per Engine mile.	Percentages of Revenue.
1890	15·339	26·19
1891	15·457	26·24
1892	15·624	25·90
1893	16·231	23·46
1894	15·895	22·56
1895	14·372	21·73

I have, &c.,

W. THOW,

Chief Mechanical Engineer.

To the Secretary to the Railway Commissioners.

APPENDIX

NEW SOUTH WALES

STATEMENT showing the number and classes of the Locomotive Engines,

LOCOMOTIVE

PASSENGER.

	Tender.				
	Express 4-wheels coupled, bogie.	4-wheels coupled, double bogie front.	6-wheels coupled, single bogie front.	4-wheels coupled, single bogie front.	10-wheeled engines, 8-wheels coupled.
Stock, 30th June, 1894	47	82	20	13	62
Additions to 30th June, 1895	.....	.....	.....	.....	.....
Stock, 30th June, 1895	47	82	20	13	62

COACHING

	Dining.	State.	Sleeping Cars.				First Class Cars.						Composite Cars.				
			Pullman.	40ft. Lavatory, Composite.	8 and 12-wheel Ordinary bogie.	4-wheel.	8-wheel bogie Saloon.	46ft. Lavatory.	Bogie and 8-wheel compartment.	Bogie compartment Suburban.	Bogie Suburban.	6-wheel.	Ashbury 12-wheel bogies.	Bogie and 8-wheel compartment.	Bogie Suburban.	6-wheel.	4-wheel.
Stock on 30th June, 1894	1	3	8	12	17	2	9	30	53	9	80	14	8	46	12	11	1
Renewals to 30th June, 1895	...	...	...	...	1	...	...	...	...	...	1	...	...	2	...	...	...
Stock, 30th June, 1895	1	3	8	12	17	2	9	30	46	9	76	14	8	53	12	11	1

Seven bogie compartments, 1st-class, converted to bogie compartment composite.

* Four 4-wheeled mail vans, cost £1,253, replaced by one bogie mail van of larger carrying capacity; cost £1,300. One

GOODS

	OPEN WAGONS.				Total Open Wagons.	COVERED VANS.						Total Covered Vans.
	4-wheels.	6-wheels.	Bogies.	Coal Hopper, 4-wheels.		Ordinary, 4-wheels.	Louvred, 4-wheels.	Bogies.	Powder, 4-wheels.	Meat, 4-wheels.	Refrigerators, Bogies.	
Stock on 30th June, 1894	6,425	2	491	500	7,418	341	255	6	38	47	25	712
Renewals to do., 1895	25	...	1	...	26	6	...	...	...	4	3*	13
Additions to do., 1895	...	...	...	...	...	...	...	...	...	...	11	11
Stock, 30th June, 1895 ...	6,426	2	488*	500	7,416	341	255	6	38	47	38	725

* One refrigerating car on bogies (carrying capacity 600 carcases) replaces three open goods waggons. † One refrigerating

Other differences owing to

Of the 10,557 vehicles in goods stock, 38 are condemned,

III.

GOVERNMENT RAILWAYS.

Passenger Carriages, and Goods Waggons, on the 30th June, 1895.

ENGINES.

Tank.			GOODS.					Sans-Souci Tramway engine motors.	Total.
			Tender.			Tank.			
Suburban 4-wheels coupled, single bogie front.	Suburban 4-wheels coupled, double bogie front.	Suburban 4-wheels coupled, double bogie front, single bogie rear.	8-wheels coupled, single bogie front.	6-wheels coupled, single bogie front.	6-wheels coupled.	6-wheels coupled.	6-wheels coupled, bogie front and rear.		
18	6	15	32	105	79	9	32	2	522
.....	.....	.....	1	.....	.....	.....	.....	.....	1
18	6	15	33	105	79	9	32	2	523

STOCK.

Second Class Cars.						Total, Passenger-carrying Rolling Stock.	Miscellaneous.										Total, Miscellaneous.	Grand Total.
46-ft. bogie compartment.	Bogie compartment, Suburban.	Bogie compartment.	Bogie Suburban.	6-wheel.	4-wheel.		Tram-cars.	Mail-vans. do bogies.	Prison-vans.	Hearses.	Horse-boxes, 4-wheel.	Horse-boxes, bogies.	Carriage Trucks.	46 ft. Second Class brakes.	Brake-vans.	Workmen's Vans.		
36	9	53	96	7	45	562	8	28	7	12	144	2	71	24	157	32	485	1,047
...	...	...	1	...	...	5	...	1*	...	...	...	...	...	...	...	...	1	6
36	9	53	100	7	45	562	8	25	7	12	147	2	68	24	157	32	482	1,044

Four bogie suburban, 1st-class, converted to bogie suburban 2nd-class.
horse-box and three carriage trucks replaced by four horse-boxes. One 4-wheeled mail van in course of construction.

STOCK.

STOCK TRUCKS.					Total Stock Trucks.	Total Vehicles used for Goods Traffic Purposes.	Brake-Vans.	DEPARTMENTAL.							Total, Departmental.	Grand Total.
Cattle.		Sheep.		Combination, 4-wheels.				Dump (Loco. Coal) Cars.	Ballast.		Water, Wagons.	Gas.		Accident Vans.		
4-wheels.	Bogies.	4-wheels.	Bogies.						Hopper.	Ordinary.		Van.	Truck			
452	26	649	3	18	1,148	9,278	211	200	377	420	54	1	1	11	1,064	10,553
17	...	38	...	...	55	94	9	5	...	...	...	...	...	...	5	108
...	...	...	...	...	...	11	...	...	...	...	...	...	...	...	...	11
450†	26	646†	3	17	1,142	9,283	211	200	377	419	54	1	1	11	1,063	10,557

car on bogies (capacity 600 carcases) replaces four sheep vans 4-wheel and two cattle vans 4-wheel (capacity, 20 cattle and 400 sheep).
conversions and replacements.
and vehicles are at present being built to replace same.

SUMMARY OF STOCK.

	1895.	1894.
Total, Locomotives	523	522
,, Coaching Stock	1,044	1,047
,, Wagon Stock	10,557	10,553
Grand Total	12,124	12,122

APPENDIX IV.

STATEMENT OF ACCOUNT OF THE EXPENDITURE AND REVENUE FOR YEAR 1895, WITH COMPARISONS FOR 1894 AND 1888.

RAILWAYS.

DR.

EXPENDITURE.	YEAR ENDING JUNE 30, 1895.	CORRESPONDING PERIOD IN 1894.	CORRESPONDING PERIOD IN 1888.
	£	£	£
To Maintenance of Way, Works, and Stations	399,679	416,989	429,001
Locomotive Power	494,657	507,649	466,452
Carriages and Waggons	130,776	127,221	127,936
Traffic Expenses	441,798	458,011	420,028
Compensation—Passengers	31,874	2,238	21,100
Do Goods	1,358	2,948	4,683
Gratuities to Widows and Children of Employees and Payments on Account of Pension Allowances	8,446	10,744	1,307
General Expenses	59,001	64,042	60,144
	1,567,589	1,591,842	1,530,551
BALANCE, NET RETURN after paying working expenses ... £	**1,310,615**	**1,221,699**	**764,573**
GRAND TOTAL ... £	**2,878,204**	2,813,541	2,295,124

CR.

REVENUE.		YEAR ENDING JUNE 30, 1895.	CORRESPONDING PERIOD IN 1894.	CORRESPONDING PERIOD IN 1888.
	Bookings. 1895. 1894.	£	£	£
By Passengers— First Class	No. 2,464,672 2,603,618	257,016	285,627	723,645*
Second Class	No. 9,696,770 9,384,850	501,962	503,904	
Season Tickets — 1st Class	No. 9,527 10,672	44,616	43,462	59,691*
Season Tickets — 2nd Class	No. 259,644 227,711	42,825	38,380	
Horses, Carriages, and Dogs		14,372	16,085	20,196
Parcels and Cloak Room		75,758	74,636	59,312
Mails		61,362	59,967	45,727
Miscellaneous		3,196	3,261	1,512
Total Coaching ... £		1,001,107	1,025,411	910,083
General Merchandise		939,513	933,767	629,747
Wool		397,012	371,979	217,671
Live Stock		340,173	299,600	164,847
Minerals—Coal and Coke		173,593	148,495	145,456
Miscellaneous		4,896	10,694	5,088
Total Goods ... £		1,855,187	1,764,535	1,362,809
General Miscellaneous ... £		21,910	23,595	22,232
GRAND TOTAL ... £		**2,878,204**	2,813,541	2,295,124

* NOT KEPT SEPARATE IN 1888.

THOMAS HALL,
Chief Accountant.

APPENDIX V.

SCHEDULES under **WORKING EXPENSES** for the Year ending the 30th June, 1895, with comparisons for 1894 and 1888.

RAILWAYS.

BRANCHES.	Year ending June 30, 1895.	Corresponding period in 1894.	Corresponding period in 1888.
A.—Maintenance of Way and Works.	£	£	£
Salaries, &c., of engineers, surveyors, draftsmen, clerks, inspectors, foremen, and time-keepers	29,169	31,528	37,861
Maintenance and renewals of permanent way, viz.:— Wages	239,330	262,683	257,891
Maintenance and renewals of permanent way, viz.:— Materials	74,904	70,684	54,456
Repairs and improvements, &c., of stations, buildings, bridges, signals, and other works — Wages	23,501	25,615	54,825
Repairs and improvements, &c., of stations, buildings, bridges, signals, and other works — Materials	9,015	12,569	15,131
Sundries	2,811	5,008	7,837
Capital works charged to working expenses	20,853	10,702	.....
Lines open and maintained— Quadruple (1895: 6¼; 1894: 8½; 1888: ...)			
Lines open and maintained— Double (1895: 154½; 1894: 149½; 1888: 72)			
Lines open and maintained— Single (1895: 2,368¾; 1894: 2,343¾; 1888: 2,042)			
(1895: 2,531¼; 1894: 2,501¼; 1888: 2,114)	399,679	418,989	429,001
B.—Locomotive Power.			
Chief Mechanical Engineer, Superintendents, officers, and clerks	14,179	13,954	19,506
Foremen and timekeepers	10,300	10,507	10,232
Drivers and firemen	161,411	164,004	157,808
Cleaners, coalmen, and labourers	53,089	54,978	52,287
Stores for cleaners	2,877	2,763	4,164
Sundries	2,443	12,734	24,195
Coal, coke, and wood	69,169	68,887	54,392
Water	18,496	19,937	14,162
Oil, tallow, and waste	8,386	9,913	18,042
Repairs and renewals of engines — Wages	115,272	115,181	90,809
Repairs and renewals of engines — Materials	27,200	32,459	20,865
Capital works charged to working expenses	835	2,332	.....
£	464,657	507,649	466,452
C.—Carriages and Waggons.			
Coaching stock repairs and renewals — Wages	38,385	35,726	35,283
Coaching stock repairs and renewals — Materials	12,189	11,724	19,236
Goods stock repairs and renewals — Wages	46,714	46,231	39,550
Goods stock repairs and renewals — Materials	28,698	27,181	20,148
£	125,986	120,862	114,219
Greasing and oiling carriages and wagons — Wages (Traffic charges)	3,026	2,983	4,093
Greasing and oiling carriages and wagons — Materials (Traffic charges)	1,764	3,376	9,524
£	4,790	6,359	13,617

BRANCHES.	Year ending June 30, 1895.	Corresponding period in 1894.	Corresponding period in 1888.
D.—Traffic Expenses.	£	£	£
Chief Traffic Manager, Superintendents, and office staff	20,762	21,787	14,893
Station-masters, night officers, relieving and supervising staff	82,685	85,913	70,580
Station goods, and coaching clerks	22,796	24,479	23,213
Pointsmen, signalmen, and gatekeepers	40,195	42,769	82,593
Guards	51,249	53,262	51,416
Porters, labourers, &c.	133,996	137,575	138,466
Stores for stations	27,334	31,478	37,375A
Advertising, stationery, printing, &c.	11,167	12,095	7,649A
Travelling and Incidental	3,225	4,198	2,730
Sundries	48,989	44,455	41,164
£	441,798	458,011	420,029
E.—Compensation.			
For personal injury—Passengers	31,874	2,238	21,100
For damage to and loss of goods	1,358	2,948	4,683
£	33,232	5,186	25,783
Gratuities to widows and children of employees who have met with accident, also gratuities to staff on retirement and payments to Civil Service Fund on account of Pension allowances	8,446	10,744	1,307
F.—General Expenses.			
Commissioners, Secretary and office staff	9,479	10,532	11,171
Account branch	10,288	10,700	10,945
Audit branch	8,765	9,889	10,951
Stores branch	6,534	7,094	14,181
Telegraph branch	14,312	16,453	22,209
Sundries	9,623	9,874	4,236
	59,001	64,042	73,693
Less charged to Capital Accounts £			13,549B
£			60,144
GRAND TOTAL £	1,567,589	1,591,84	1,530,551

A.—Only a portion of the cost was debited against the Department by the Government Printing Office and Government General Stores in 1888.

B.—Under the late administration a proportion of the expense in connection with the offices of the Commissioner, Secretary, Accounts and Stores Branches was charged to the Construction Capital Account, otherwise the General Expenses would have been £73,693, instead of £60,144.

THOMAS HALL,
Chief Accountant.

APPENDIX VI.

Comparative Analysis of Revenue and Expenditure for the years ending 30 June, 1895, 1894, and 1888.

Particulars.	Year ending 30 June, 1895.				Year ending 30 June, 1894.				Year ending 30 June, 1888.			
	Average miles open for traffic ... Miles. 2,516 Train mileage— Passenger ... ... 3,576,247 Goods ... ... 4,018,034 Total mileage 7,594,281				Average miles open for traffic ... Miles. 2,427½ Train mileage— Passenger ... ... 3,530,589 Goods ... ... 3,639,196 Total mileage 7,169,785				Average miles open for traffic ... Miles. 2,044 Train mileage— Passenger ... ... 3,074,678 Goods ... ... 3,614,635 Total mileage 6,689,313			
	Numbers or Tonnage.	Revenue.	Per mile open.	Per train mile.	Numbers or Tonnage.	Revenue.	Per mile open.	Per train mile.	Numbers or Tonnage.	Revenue.	Per mile open.	Per train mile.
REVENUE.												
	Numbers.	£	£	d.	Numbers.	£	£	d.	Numbers.	£	£	d.
Passengers ... 1st	2,484,672	257,016	102·2	17·25	2,803,618	285,827	117·7	19·43	9,572,785	723,645	354·0	56·48‡
Passengers ... 2nd	9,698,770	501,962	199·5	33·69	9,384,850	503,904	207·6	34·26				
Do Season Tickets 1st	9,527	44,616	17·7	2·99	10,672	43,462	17·9	2·96	169,850	59,691	29·2	4·66
Do Season Tickets 2nd	259,644	42,825	17·0	2·87	227,711	38,380	15·8	2·61				
Horses, carriages, and dogs	.....	14,372	5·7	0·97	.....	16,085	6·6	1·09	.....	20,196	9·9	1·57
Cloak-room and parcels ...	.....	75,758	30·1	5·08	.....	74,535	30·7	5·06	.....	59,312	29·0	4·63
Mails ...	.....	61,362	24·4	4·12	.....	59,967	24·7	4·07	.....	45,727	22·4	3·57
Miscellaneous ...	.....	3,196	1·3	0·21	.....	3,251	1·4	0·22	.....	1,512	0·7	0·12
Total, coaching ...	.....	1,001,107	397·9	67·18	.....	1,025,411	422·4	69·70	.....	910,083	445·2	71·03
	tons.				Tons.				Tons.			
General Merchandise ...	1,175,875	911,876	362·4	54·47	1,111,477	917,894	378·1	60·54	*1,152,377	829,747	405·8	55·09
Wool ...	125,095	397,012	157·8	23·71	118,022	371,979	153·2	24·53	74,148	217,671	106·4	14·45
Live stock ...	167,249	340,173	135·2	20·32	149,961	299,600	123·4	19·76	68,101	165,847	80·6	10·94
Minerals—Coal and Coke...	2,515,754	173,593	69·0	10·37	2,042,510	149,495	61·2	9·79	*2,105,146	145,456	71·1	9·66
Minerals, other than coal†	91,120	27,637	11·0	1·65	71,949	15,873	6·6	1·05	.....	.....	.....	
Miscellaneous ...	.....	4,896	2·0	0·29	.....	10,634	4·4	0·70	.....	5,088	2·8	0·34
Total, goods ...	4,075,093	1,855,187	737·4	110·81	3,493,919	1,764,535	726·9	116·37	3,399,772	1,362,809	666·7	90·48
Sundries, special and miscellaneous...	.....	21,910	8·7	0·69	.....	23,595	9·7	0·79	.....	22,232	10·9	0·80
Total Revenue ...	.....	2,878,204	1,144·0	90·96	.....	2,813,541	1,159·0	94·18	.....	2,295,124	1122·8	82·34
EXPENDITURE.												
	Expenditure.	Per mile open.	Per train mile.	Per cent. to Revenue.	Expenditure.	Per mile open.	Per train mile.	Per cent. to Revenue.	Expenditure.	Per mile open.	Per train mile.	Per cent. to Revenue.
Working Expenses.	£	£	d.		£	£	d.		£	£	d.	
Maintenance of way, works, and stations	399,670	158·9	12·63	13·89	418,989	172·6	14·03	14·89	420,001	209·9	15·39	18·69
Locomotive power...	494,657	196·6	15·63	17·18	507,649	209·1	16·99	18·04	466,452	228·2	16·73	20·33
Carriages and waggons...	130,776	52·0	4·13	4·54	127,221	52·4	4·26	4·52	127,896	62·5	4·59	5·57
Traffic expenses ...	441,798	175·6	13·96	15·35	458,011	188·7	15·33	16·28	420,028	205·5	15·07	18·30
Compensation — Passengers	31,874	12·7	1·01	1·11	2,238	0·9	·08	0·08	21,100	10·3	0·75	0·92
Do Goods ...	1,358	0·5	0·04	0·05	2,948	1·2	·10	0·11	4,683	2·3	0·17	0·06
Gratuities to widows and children of employés, and payment on account of Pension Allowance ...	8,448	3·4	0·27	0·29	10,744	4·4	0·36	0·38	1,307	0·6	0·5	0·20
General expenses ...	59,001	23·4	1·87	2·05	64,042	26·4	2·14	2·28	60,144	29·5	2·16	2·62
Total expenditure	1,567,580	623·1	49·54	54·46	1,591,842	655·7	53·29	56·58	1,530,551	748·8	54·91	66·69
Net profit ...	**1,310,615**	**520·9**	**41·42**	...	**1,221,699**	**503·3**	**40·89**	...	**764,573**	**374·0**	**27·43**	...
Increase in net profit over year ending 30 June, 1888. (After paying working expenses.)	**546,042**	...	...	...	**457,126**	...	...	...	.....	...	...	...
	EXPENDITURE PERCENTAGE TO GROSS REVENUE, 54·46				Expenditure percentage to gross revenue, **56·58.**				Expenditure percentage to gross revenue, **66·69.**			

* The figures in 1888 include the weight of coal and general goods carried for the service, but are not included in 1894 and 1895. † The weight and money of "other minerals" were included in general merchandise in 1888. ‡ First and second class not separately kept in 1888.

Percentage of Expenditure in each Division.

Divisions of Expenditure.	Year ending 30 June, 1895.	Year ending 30 June, 1894.	Year ending 30 June, 1888.
	%	%	%
Maintenance of Way, Works, and Station ...	25·49	26·32	28·03
Locomotive Power...	31·55	31·89	30·48
Carriage and Waggon ...	8·34	7·99	8·36
Traffic Expenses ...	28·18	28·77	27·44
Compensation (Passengers) ...	2·03	·14	1·38
Do (Goods) ...	0·09	·19	0·31
Gratuities to Widows and Children of Employés, and payment on account of Pension Allowance...	0·54	0·68	0·09
General Expenses ...	3·78	4·02	3·92
	100·00	100·00	100·00

APPENDIX VII.

RETURN showing the Number of Passengers, Tonnage of Goods, Train Mileage, Earnings, Working Expenses, Percentage of Working Expenses to Gross Earnings, Net Earnings, Capital spent on Lines open, and Interest on Capital Invested each year, from 1855 to 1895, inclusive.

Year.	Length of Line.	Number of Passengers.	Tonnage of Goods.	Train Mileage.	Earnings from Coaching Traffic.	Earnings from Goods Traffic.	Total Earnings.	Working Expenses.	Earnings per Train Mile.	Working Expenses per Train Mile.	Percentage of Working expenses to Gross Earnings.	Net Earnings.	Total Capital expended on Lines open.	Interest on Capital Invested.
	Miles.	No.	Tons.	No.	£	£	£	£	d.	d.	%	£	£	%
1855	14	98,846	140	14,107	9,093	156	9,249	5,959	157·34	101·37	64·43	3,290	515,347	·63
1856	23	350,724	2,469	68,371	29,526	2,757	32,283	21,788	113·32	76·48	67·49	10,495	683,217	1·53
1857	40	329,019	20,847	107,822	34,970	8,417	43,387	31,337	96·58	69·75	72·23	12,050	1,023,838	1·17
1858	55	376,492	33,385	141,495	45,858	16,451	62,309	43,928	105·69	74·51	70·50	18,381	1,231,867	1·49
1859	55	425,877	43,020	147,618	46,502	15,258	61,760	47,598	100·41	77·38	77·07	14,162	1,278,416	1·10
1860	70	551,044	55,394	174,249	45,428	16,841	62,269	50,427	83·37	67·52	80·98	11,842	1,422,672	·83
1861	73	505,591	101,130	214,881	49,637	25,367	75,004	61,187	83·77	68·34	81·58	13,817	1,536,032	·89
1862	97	642,431	205,139	274,565	62,096	41,775	103,871	68,725	90·79	60·07	66·16	35,146	1,907,807	1·84
1863	124	627,164	218,535	315,177	71,297	52,644	123,941	96,867	94·38	73·76	78·16	27,074	2,466,950	1·09
1864	143	693,174	379,661	415,422	81,487	66,167	147,654	103,715	85·30	59·92	70·24	43,939	2,631,790	1·66
1865	143	751,587	416,707	483,446	92,954	73,048	166,032	108,926	82·42	54·07	65·60	57,106	2,746,373	2·07
1866	143	668,330	500,937	490,475	85,636	82,899	168,535	106,230	82·49	51·99	63·64	62,305	2,786,094	2·23
1867	204	616,375	517,022	600,751	87,564	101,508	189,072	117,324	82·02	46·87	62·08	71,748	3,252,320	2·18
1868	247	714,563	596,514	768,529	99,408	124,951	224,359	144,201	70·06	45·03	64·29	80,158	4,060,950	1·97
1869	318	759,635	714,113	893,552	109,427	155,548	264,975	176,362	71·17	47·37	66·57	88,613	4,681,329	1·89
1870	339	776,707	766,523	901,139	117,854	189,288	307,142	206,003	81·81	54·86	67·08	101,139	5,566,092	1·81
1871	358	759,062	741,996	931,333	129,496	225,826	355,322	197,065	91·57	50·79	55·46	158,257	5,887,258	2·68
1872	398	753,910	825,360	1,036,255	164,862	260,127	424,989	207,918	98·43	48·15	48·92	217,071	6,388,727	3·39
1873	403	875,602	923,788	1,109,879	178,216	306,020	484,236	238,035	104·71	51·47	49·16	246,201	6,739,918	3·65
1874	403	1,085,501	1,070,938	1,249,233	168,595	347,980	536,575	257,703	103·09	49·51	48·03	278,872	6,844,546	4·07
1875	473	1,288,225	1,171,354	1,472,304	205,941	408,707	614,648	296,174	100·20	48·28	48·18	318,474	7,245,379	4·39
1876	509	1,727,790	1,244,131	1,688,964	233,870	459,355	693,225	339,406	98·50	48·22	48·96	353,819	7,990,601	4·42
1877	598	2,057,144	1,430,041	2,106,802	271,588	544,332	815,920	418,985	92·95	47·73	51·35	396,935	8,883,177	4·46
1878	688	3,705,733	1,625,886	2,655,176	306,308	596,681	902,989	536,988	81·62	48·54	59·47	366,001	9,784,645	3·74
1879	734	4,317,864	1,720,815	2,932,463	319,950	632,416	952,366	604,721	77·94	49·49	63·49	347,645	10,406,495	3·34
1880	849	5,440,138	1,712,971	3,239,462	390,149	770,868	1,161,017	647,719	86·02	47·99	55·79	513,298	11,778,819	4·35
1881	995	6,907,312	2,033,850	3,923,929	488,675	955,551	1,444,226	738,334	88·33	45·16	51·12	705,892	13,301,597	5·30
1882	1,268	8,984,313	2,619,427	4,851,157	587,825	1,111,038	1,698,863	934,635	84·05	46·24	55·02	764,228	15,843,616	5·13
1883	1,320	10,272,037	2,864,566	5,937,261	661,751	1,269,713	1,931,464	1,177,788	78·07	47·61	60·97	753,676	16,905,014	4·48
1884	1,618	11,253,106	3,124,425	6,403,041	745,665	1,340,572	2,086,237	1,301,259	76·19	48·77	62·37	784,978	20,080,138	4·20
1885	1,732	13,506,346	3,273,004	6,698,399	830,904	1,343,464	2,174,368	1,458,153	78·61	52·72	67·06	716,215	21,831,276	3·37
1886	1,889	14,881,604	3,218,582	6,479,265	849,253	1,310,817	2,160,070	1,492,992	80·01	55·30	69·12	667,078	24,071,454	2·90
1887	2,036	14,451,303	3,339,253	6,472,107	860,499	1,357,796	2,208,295	1,457,760	81·88	54·05	66·01	750,535	26,532,122	2·96
1887–88 ..	2,114	15,174,115	3,399,772	6,689,313	918,975	1,376,149	2,295,124	1,530,551	82·34	54·91	66·69	764,573	27,722,748	2·85
1888–89 ..	2,171	16,086,223	3,485,838	7,041,769	1,025,601	1,512,876	2,538,477	1,634,602	79·72	51·94	64·39	903,875	29,839,167	3·14
1889–90 ..	2,182	17,071,945	3,788,950	8,008,826	1,059,791	1,573,295	2,633,086	1,665,835	78·90	49·91	63·26	967,251	30,555,123	3·17
1890–91 ..	2,1[illegible]8	19,037,760	3,802,849	8,410,421	1,177,037	1,797,384	2,974,421	1,831,371	84·88	52·26	61·57	1,143,050	31,768,617	3·59
1891–92 ..	2,185	19,918,916	4,296,713	8,356,096	1,189,231	1,918,065	3,107,296	1,914,252	89·25	54·98	61·60	1,193,044	33,312,608	3·58
1892–93 ..	2,351	19,932,703	3,773,843	7,505,310	1,115,042	1,812,014	2,927,056	1,738,516	93·60	55·59	59·39	1,188,540	34,657,571	3·48
1893–94 ..	2,501½	19,265,732	3,493,919	7,169,765	1,047,629	1,766,512	2,813,541	1,591,842	94·18	53·29	56·58	1,221,699	35,855,271	3·46
1894–95 ..	2,531½	19,725,418	4,075,093	7,594,281	1,022,901	1,855,303	2,878,204	1,567,589	90·96	49·54	54·46	1,310,615	36,611,366	3·60

The accounts were made up to the 31st December in each year up to 1887, since that time up to the 30th June in each year.

Camden and Sans Souci Tramways not included prior to 1888 in this return.

APPENDIX VIII.

Statement of the New South Wales Railway Capital Account to 30th June, 1895.

		£
Capital spent to 30th June, 1888 ...		27,722,748
Capital moneys subsequently paid on account of lines authorised prior to the Railway Act coming into force, principally for the following lines:—		
Illawarra Line ...		2,439,304
Cooma Branch ...		
Homebush to Waratah (including the Hawkesbury Bridge) ...		
Hornsby to St. Leonards ...		
Actual Capital incurred prior to the Railway Commissioners taking the Lines over ...		30,162,052
Capital spent to 30th June, 1895 ... (as given in the Annual Report).		36,611,366
Increase in Capital to 30th June, 1895 ...		6,449,314
Principally incurred in constructing the following 337 miles of new lines:—	£	
Kiama to Nowra ...	2,813,836	
Nyngan to Cobar ...		
Culcairn to Corowa ...		
Cootamundra to Temora ...		
Molong to Forbes ...		
Milson's Point Line ...		
Lismore to Murwillumbah ...		
Marrickville to Burwood ...		
Duplications— 96 miles of single line:—		
Redfern to Flemington ...	1,439,830	
Granville to Campbelltown and Picton ...		
Strathfield to Ryde ...		
Ryde to Hornsby ...		
Hurstville to Waterfall ...		
Adamstown to Teralba ...		
Rolling Stock and General Work— Rolling stock to meet the increased traffic, and for 337 miles of new lines, improvements of grades and curves, additional sidings, loading banks and goods sheds, signal and interlocking apparatus, continuous brakes, houses for employees, and additional works generally	2,195,598	
		£6,449,314

Also Million Vote.

For reconstruction and improvement of permanent-way and rolling-stock, now paid off to the extent of £300,000.

Statement showing Triennial Amounts voted for Rolling Stock, Additions and Alterations and Percentage of same to Earnings.

	Ending 31st December in each year.					
	1877-8-9.	1880-1-2.	1883-4-5.	1886-7-8.	1889-90-91.	1892-3-4.
	£	£	£	£	£	£
Rolling Stock voted	860,000	500,000	580,000	780,000	400,000	266,422
Additions and Alterations voted	300,225	635,500	1,256,000	200,000	463,550	233,578
Earnings	2,671,275	4,304,106	6,192,069	6,871,587	8,428,033	8,772,307
Profits	1,110,581	1,983,418	2,254,869	2,318,010	3,126,102	3,723,981
	%	%	%	%	%	%
Percentage of Rolling Stock voted to Earnings	32·19	11·62	9·37	11·35	4·75	3·04
Percentage of Additions and Alterations voted to Earnings	11·24	14·76	20·28	2·91	5·50	2·66
	£	£	£	£	£	£
Average Traffic per annum	890,425	1,434,702	2,064,023	2,290,529	2,809,344	2,924,102

Rolling Stock and Additions voted together in 1893 and 1894, but the figures have been made up under each head according to the distribution of the vote.

APPENDIX IX.

STATEMENT showing the Average Rates of Pay made to the undermentioned classes of Employes, June, 1895.

Occupation	June, 1895.			
	No.	From	To	Average Rates.
		per day.	per day.	per day.
Locomotive engine-drivers, Railways	329	11/-	15/-	13/11½
Locomotive firemen, Railways	400	8/-	10/-	9/10¾
Locomotive cleaners, Railways	331	3/3	10/-	6/10
Fitters	275	8/-	15/-	10/6¾
Turners	106	7/-	12/8	10/4½
Machinists	60	7/6	12/-	8/10
Boiler-makers	117	8/-	14/-	10/4½
Boiler-makers' assistants	81	6/6	8/6	7/3½
Moulders	31	8/-	14/-	10/4½
Blacksmiths	114	8/-	16/-	10/11
Strikers	138	5/6	8/2	7/4½
Tinsmiths	16	9/6	11/8	10/3¾
Pattern-makers	8	10/-	15/-	11/3¾
Gas-fitters	26	6/6	12/-	9/8
Gas-makers	17	7/-	11/8	9/4¾
Carriage and wagon builders	183	8/-	14/-	10/2
Carriage and wagon examiners	78	7/6	13/-	9/7½
Carpenters	74	7/-	13/	10/-
Painters	89	8/-	12/-	9/3¼
Stationary engine-drivers	47	5/-	13/-	8/7½
Firemen	126	6/6	9/-	7/4½
Oilers	19	6/6	8/-	7/5
Pumpers	45	6/-	10/-	8/5¾
Guards	244	8/6	12/-	10/2½
Assistant guards	42	8/-	8/6	8/5¾
Porters	666	6/-	10/-	7/2½
Junior porters	331	2/6	5/-	4/4½
Signalmen	178	7/6	11/6	9/3½
Shunters	150	7/-	11/-	7/10¾
Gangers	409	8/6	12/-	8/11
Fettlers and labourers	2,150	6/-	9/6	7/4¾
		per annum.	per annum.	per annum.
Station-masters	160	£150	£400	£216/17/5
Officers-in-charge	156	£130	£210	£151/13/9
Night officers	150	£120	£185	£134/14/8
Clerks	287	£125	£500	£192/8/3
Junior clerks	221	£30	£120	£81/13/11
Operators	59	£50	£136	£114/0/4

Every servant, except salaried officers, is granted a day's leave on full pay for each proclaimed public holiday (averaging about twelve days each year). An equivalent in money is allowed if the holidays cannot be taken.

In addition to the above, engine-drivers, firemen, guards, signalmen, and gangers are allowed six good conduct holidays.

Expenses, averaging 3s. per day, are also allowed to drivers, firemen, guards, and all others, when away from their home station.

Lodging-houses, with attendants, are also provided at all the principal depôts, for drivers, firemen, and guards, free of charge.

Station-masters and Officers-in-charge are allowed free houses.

Salaried Staff allowed three weeks' holiday per annum on full pay.

Free passes, are also allowed, when on leave, to each member of the staff, including wife and family, not exceeding three persons.

APPENDIX X.

RETURN of the Total Amount paid for Wages on the different Branches of the Railways during the years ending 30th June, 1895, 1894, and 1888.

Branches.	1895.	1894.	1888.
RAILWAYS:—	£	£	£
Maintenance Branch	278,072	299,767	394,891
Locomotive ,,	452,555	451,637	431,229
Traffic ,,	229,293	236,521	235,269
TOTAL £	959,920	987,925	1,061,389

NOTE.—Includes all wages paid by the Department, whether on Maintenance or New Works.

APPENDIX XI.

STATEMENT of the Staff employed on the Railways and Tramways of New South Wales in June, 1895, as compared with October, 1888.

Branch.	October, 1888.			June, 1895.		
	No. of Salaried Staff.	No. of Wages Staff.	Total Staff.	No. of Salaried Staff.	No. of Wages Staff.	Total Staff.
RAILWAYS.						
Commissioners' and Secretary's Office	40	8	48	16	5	21
Chief Accountant	46	2	48	40	2	42
Traffic Audit	66	1	67	67	4	71
Stores	29	79	108	24	36	60
Permanent-way	156	3,140	3,296	102	2,196	2,298
Locomotive	146	3,218	3,364	A 143	3,279	3,422
Traffic	773	2,341	3,114	B 773	2,269	3,042
Electrical	54	24	78	C 52	50	102
Interlocking	17	188	205	14	142	156
General	5	.....	5	10	5	15
	1,332	9,001	10,333	1,241	7,988	9,229
TRAMWAYS.						
Permanent-way	1	200	201	6	180	186
Locomotive	24	590	614	22	728	750
Traffic	14	201	215	8	317	325
Do Plattsburg	.....	19	19	.....	24	24
Stores	4	7	11	3	1	4
General	.....	.....	.....	.....	3	3
	43	1,017	1,060	39	1,253	1,292
TOTAL, RAILWAYS AND TRAMWAYS	1,375	10,018	11,393	1,280	9,241	10,521

A Includes 48 officers in charge of locomotive running sheds and time keepers.

B Includes 72 officers for additional stations and crossing places, 29 night-officers transferred from wages to salary list; also clerical positions formerly filled by men on wages list. Of the remaining 672, 365 are officers and night-officers in charge of stations and sidings, and 172 are clerks employed at stations.

C Includes 36 telegraph operators.

The Wages Staff does not include gatekeepers with free house only, as the information was not kept in 1888.

APPENDIX XII.

RETURN of the Mileage of Suburban Passengers on All Lines of Railway during the years ending 30th June, 1895, 1894, and 1888.

DESCRIPTION.		1895.	1894.	1888.
NUMBER OF ORDINARY PASSENGERS	No.	10,192,545	10,195,359	7,413,868
NUMBER OF WORKMEN'S JOURNEYS	,,	2,816,016	2,452,680	1,738,284
NUMBER OF SEASON TICKET HOLDERS' JOURNEYS	,,	4,326,542	4,024,504	3,227,760
TOTAL NUMBER OF PASSENGERS' JOURNEYS	,,	17,335,103	16,672,543	12,379,912
NUMBER OF MILES TRAVELLED	MILES	98,432,950	94,552,116	70,172,793
AVERAGE MILEAGE PER PASSENGER	,,	5·68	5·67	5·67
AMOUNT RECEIVED FROM PASSENGERS	£	244,926	242,913	186,393
AVERAGE RECEIPT PER MILE PER PASSENGER	D	0·60	0·62	0·64

Note.—Suburban Lines include only distances within 20 miles of Sydney and Newcastle, Liverpool and Morpeth included.

APPENDIX XIII.

Statement showing the cost of Construction and cost per Mile open on different sections of the Railway Lines, on the 30th June, 1895.

Lines opened for Traffic.	Length in Miles.	Total Cost.	Cost per Mile.
	m. ch.	£	£
Darling Harbour Branch	1 42¼	360,187	235,254
Sydney to Granville	13 36¼	1,868,861	138,916
Granville to Goulburn	121 5¾	2,438,942	20,640
Goulburn to Wagga	174 79¾	1,491,202	8,521
Wagga to Wodonga	79 13¾	914,063	11,545
Culcairn to Corowa	47 39	208,012	4,380
Junee to Hay	167 35¼	951,159	5,680
Narrandera to Jerilderie	64 54¾	409,376	6,328
Granville to Penrith	21 26¼	607,944	28,504
Penrith to Bathurst	109 27	2,304,176	21,074
Bathurst to Dubbo	134 5	1,132,793	8,450
Dubbo to Bourke	225 45	1,344,569	5,961
Nyngan to Cobar	81 27¼	301,643	3,703
Wallerawang to Mudgee	85 06	980,930	11,530
Blacktown to Richmond	16 12	175,146	10,844
Goulburn to Cooma	130 40	1,403,062	10,751
Cootamundra to Gundagai	33 45½	238,763	7,113
Cootamundra to Temora	38 69	165,976	4,271
Orange to Molong	22 60	269,821	11,860
Molong to Forbes	72 69	382,955	5,256
Murrumburrah to Blayney	110 63	1,078,648	9,736
Sydney to Kiama	71 53	1,949,943	27,210
Kiama to Nowra	22 43½	360,469	15,990
Homebush to Waratah	93 03	2,624,401	28,208
Newcastle to Wallangarra	392 54	4,973,443	12,666
Werris Creek to Narrabri	96 48	565,670	5,856
Bullock Island Branch	1 45½	86,445	55,104
Morpeth Branch	3 37½	60,889	17,554
Hornsby to Milson's Point	13 27½	568,010	42,193
Lismore to Murwillumbah	63 57	862,162	13,532
Sydenham to Belmore	5 3½	163,465	32,409
Campbelltown to Camden	7 65	38,927	4,983
Kogarah to Sans Souci	4 71	12,111	2,473
Yass Tramway	2 73	28,338	9,730
Total mileage and cost	2,531 23½	31,377,501	.....
Average cost of construction per mile	.....	.....	12,396
Rolling stock £4,310,740			
Machinery 281,516			
Workshops 631,864			
Furniture 9,745			
	.....	5,233,865	.....
Average cost of rolling stock, &c., per mile	.....	.....	2,068
Average and total cost, all charges	.....	36,611,366	14,463

APPENDIX XIV.

Statement showing cost of Additions to Stations, Buildings, Siding Accommodation, &c., Machinery and Rolling Stock, the cost of which was charged to Capital Account, during the year ending 30th June, 1895.

	Amount.
	£
Additions to Stations, Buildings, &c.	18,053
Rolling Stock and additional appliances	48,087
	£66,140

APPENDIX

APPENDIX XV.

Statement showing the length in miles of the different sections of the Railways of New South Wales, from the commencement to 30th June, 1895.

Date of opening.	From where opened.	To where opened.	Distance. m.	Distance. c.	Date of opening.	From where opened.	To where opened.	Distance. m.	Distance. c.
26 Sept., 1855..	Sydney	Parramatta	14	23½	1 Sept., 1881..	Narrandera	Darlington	38	13¾
26 ,, 1855..	Redfern	Darling Harbour	1	42½	9 Jan., 1882..	Tamworth	Moonbi	12	1½
29 ,, 1856..	Granville	Liverpool	8	64½	1 Mar., 1882..	Darlington	Carrathool	34	7½
6 April, 1857..	Near Newcastle	East Maitland	17	8	10 ,, 1882..	Campbelltown	Camden	7	05
9 Mar., 1858..	Near Newcastle	Newcastle	1	0	15 May, 1882..	Wallerawang	Capertee	22	35
17 May, 1858..	Liverpool	Campbelltown	11	60¾	4 July, 1882..	Carrathool	Hay	34	57½
27 July, 1858..	East Maitland	West Maitland		10½	11 ,, 1882..	Gunnedah	Boggabri	24	36½
2 ,, 1860..	West Maitland	Lochinvar	6	10½	2 Aug., 1882..	Moonbi	Uralla	51	46½
4 ,, 1860..	Parramatta	Blacktown	7	15	1 Oct., 1882..	Boggabri	Narrabri	31	60½
12 Dec., 1861..	Blacktown	Rooty Hill	3	65	20 ,, 1882..	Dubbo	Nevertire	63	4
24 Mar., 1862..	Lochinvar	Branxton	8	12½	3 Feb., 1883..	Uralla	Armidale	14	64½
1 May, 1862..	Rooty Hill	South Creek	5	7	9 June, 1883..	Nevertire	Nyngan	36	1
7 July, 1862..	South Creek	Penrith	4	11	14 ,, 1883..	Albury	River Murray	1	41
1 Sept., 1862..	Campbelltown	Menangle	6	67¾	3 Jan., 1884..	Joppa Junction	Tarago	25	30
7 May, 1863..	Branxton	Singleton	14	40½	9 June, 1884..	Capertee	Rylstone	30	70
1 July, 1863..	Menangle	Picton	13	10½	19 Aug., 1884..	Armidale	Glen Innes	63	51½
2 May, 1864..	East Maitland	Morpeth	3	37½	2 Sept., 1884..	Nyngan	Byrock	78	10
1 Dec., 1864..	Blacktown	Richmond	16	12	10 ,, 1884..	Rylstone	Mudgee	31	52
1 Mar., 1867..	Picton	Mittagong	24	03	10 ,, 1884..	Narrandera	Jerilderie	64	64¾
11 July, 1867..	Penrith	Weatherboard	27	10	15 Oct., 1884..	Sydney	Hurstville	8	63½
2 Dec., 1867..	Mittagong	Sutton Forest	8	04	4 Mar., 1885..	Tarago	Bungendore	10	20½
1 May, 1868..	Weatherboard	Mount Victoria	15	18	25 ,, 1885..	Murrumburrah	Young	17	26
6 Aug., 1868..	Sutton Forest	Marulan	28	03½	26 ,, 1885..	Murrumburrah—Demondrille fork		0	20
19 May, 1869..	Singleton	Muswellbrook	30	73	2 Sept., 1885..	Byrock	Bourke	58	30
27 ,, 1869..	Marulan	Goulburn	19	63½	21 Dec., 1885..	Orange	Molong	22	00
18 Oct., 1869..	Mount Victoria	Bowenfels	10	43	26 ,, 1886..	Hurstville	Sutherland	6	8
1 Mar., 1870..	Bowenfels	Wallerawang	7	48	9 Mar., 1886..	Sutherland	Waterfall		74½
1 July, 1870..	Wallerawang	Rydal	0	5	9 ,, 1886..	Loftus Junction	National Park	1	14½
20 Oct., 1870..	Muswellbrook	Aberdeen	7	33½	1 June, 1886..	Cootamundra	Gundagai	33	46½
17 April, 1871..	Aberdeen	Scone	8	49	1 Sept., 1886..	Glen Innes	Tenterfield	57	41¾
1 Aug., 1871..	Scone	Wingen	10	34¾	17 ,, 1886..	Strathfield	Hornsby	14	9½
1 Jan., 1872..	Liverpool	Sidings, Colling-wood, &c.	0	31	1 Nov., 1886..	Young	Cowra	46	26
5 April, 1872..	Wingen	Murrurundi	12	78¾	7 April, 1887..	Hornsby	Hawkesbury	14	23½
22 ,, 1872..	Rydal	Locke's Platform	18	70	21 June, 1887..	Clifton	Wollongong	12	27¾
1 July, 1872..	Locke's Platform	Macquarie Plains	5	49	15 Aug., 1887..	Gosford	Wiratah	49	05
4 Mar., 1873..	Macquarie Plains	Raglan	5	13	15 ,, 1887..	Woodville and Islington loop		0	23
4 Feb., 1875..	Raglan	Kelso	2	52	8 Sept., 1887..	Bungendore	Queanbeyan	17	27½
9 Nov., 1875..	Goulburn	Gunning	30	20	10 ,, 1887..	Kogarah	Sans Souci	4	71
4 April, 1876..	Kelso	Bathurst	1	34	9 Nov., 1887..	Wollongong	North Kiama	21	42½
3 July, 1876..	Gunning	Bowning	29	31	7 Dec., 1887..	Queanbeyan	Michelago	30	20¾
1 Nov., 1876..	Bowning	Binalong	14	43	16 Jan., 1888..	Mullet Creek	Gosford	9	63¾
1 ,, 1876..	Bathurst	Blayney	27	70	16 ,, 1888..	Tenterfield	Wallangarra	11	29¾
12 Mar., 1877..	Binalong	Murrumburrah	21	9	13 Feb., 1888..	Cowra	Blayney	46	60
19 April, 1877..	Blayney	Orange	19	75	8 Oct., 1888..	Waterfall	Clifton	11	68½
13 Aug., 1877..	Murrurundi	Quirindi	24	79	1 May, 1889..	Brooklyn	Mullet Creek	4	67
1 Nov., 1877..	Murrumburrah	Cootamundra	23	37	31 ,, 1889..	Michelago	Cooma	40	21½
2 April, 1879..	Newcastle	Bullock Island Branch	1	46½	1 Jan., 1890..	Hornsby	St. Leonards	10	29½
,, 1878..	Cootamundra	Bethungra	15	21½	1 July, 1890..	Wollongong	Harbour*	0	74
6 July, 1878..	Bethungra	Junee	18	23½	1 ,, 1891..	Homebush loop*	.....	0	92½
3 Sept., 1878..	Junee	North Wagga Wagga	17	37	20 April, 1892..	Railway Station	Yass	2	73
14 Oct., 1878..	Quirindi	Tamworth	37	24½	1 July, 1892..	Nyngan	Cobar	31	27½
25 Mar., 1879..	Werris Creek	Breeza	14	36¾	3 Oct., 1892..	Culcairn	Corowa	47	39
1 Sept., 1879..	North Wagga	South Wagga Wagga	4	49¾	1 May, 1893..	St. Leonards	Milson's Point	2	73
11 ,, 1879..	Breeza	Gunnedah	20	42	2 June, 1893..	Kiamah	Nowra	22	43½
1 June, 1880..	Orange	Wellington	55	66	1 Sept., 1893..	Cootamundra	Temora	38	49
1 Sept., 1880..	South Wagga	Gerogery	59	13½	18 Dec., 1893..	Molong	Forbes	72	50
1 Feb., 1881..	Wellington	Dubbo	30	35	15 May, 1894..	Lismore	Mullumbimby	38	57
3 ,, 1881..	Gerogery	Albury	18	39½	24 Dec., 1894..	Mullumbimby	Murwillumbah	*26	
28 ,, 1881..	Junee	Narrandera	60		1 Feb., 1895..	Sydenham	Balmore	5	3½
23 Feb., 1881..	Junee, north fork	.....		33		Total, 30th June, 1895		2,531	23

Single 2,268m. 14½c.; double, 154m. 47c.; quadruple, 8m. 42½c. Total, 2,531m. 23½c.

* Includes the extension to Condong Mills.

APPENDIX XVI.

Return of the number of **LIVE STOCK** forwarded on the New South Wales Government Railways during the year ending 30th June, 1895.

Stations.	Number carried.				
	Horses.	Cattle.	Calves.	Sheep.	Pigs.
Darling Harbour	1,409	891	250	11,695	12,016
Ashfield	6	10	4	....	....
Homebush	22	9	3	....	....
Flemington	168	3,077	229	91,426	564
Auburn	....	3	....	....	....
Granville	2	18	8	....	49
Fairfield	....	31	15	152	146
Cabramatta	4	108	1	....	....
Liverpool	6	623	607	....	538
Ingleburn	....	16	50	....	8
Minto	....	9	30	....	51
Campbelltown	53	613	1,087	1,127	461
Menangle	1	62	86	....	451
Douglas Park	....	22	65	....	124
Picton	98	201	466	60	678
Hilltop	....	....	....	....	67
Mittagong	1	163	41	1,693	166
Bowral	58	86	60	6	1,034
Moss Vale	282	672	69	6,236	733
Exeter	....	3	....	....	224
Wingello	....	....	....	....	50
Marulan	37	711	363	3,953	294
Towrang	....	....	....	116	91
Goulburn	424	2,270	604	81,056	10,263
Breadalbane	4	592	77	19,754	187
Gunning	9	341	65	81,024	894
Yass Junction	109	669	106	24,652	135
" Town	....	....	....	36	8
Bowning	76	188	26	20,470	19
Binalong	16	498	47	6,934	552
Galong	....	....	....	17,193	630
Harden	88	523	167	21,391	400
Wallendbeen	50	103	25	15,246	104
Cootamundra	18	510	1	42,919	233
Bethungra	....	....	....	5,965	....
Illabo	....	5	9	5,509	....
Junee Junction	42	316	108	2,415	....
Bomen	45	930	50	7,205	45
Wagga	564	1,016	2	25,059	208
The Rock	....	12	....	13,150	1
Yerong Creek	....	....	....	9,415	20
Henty	....	....	....	3,140	....
Culcairn	6	684	15	4,094	212
Gerogery	....	....	....	39	....
Table Top	23	....	2	1,643	....
Albury	228	2,570	....	18,519	60
Camden	73	58	508	132	4,144
Tarago	50	2,469	670	16,024	642
Bungendore	34	1,300	77	23,078	221
Queanbeyan	118	1,011	31	21,173	140
Michelago	61	220	....	5,847	30
Cooma	442	1,451	31	57,042	1,153
Young	92	1,390	24	65,214	552
Koorawatha	60	67	20	10,812	270
Coolac	67	636	142	7,256	130
Gundagai	840	3,132	1,532	28,094	4,905
Temora	....	29	....	16,674	....
Old Junee	....	....	....	8,676	....
Coolamon	5	....	....	25,345	....
Grong Grong	....	....	....	6,899	....
Narrandera	42	159	2	28,169	325
Yanko	....	....	....	1,296	....
Whitton	54	1	1	11,672	47
Darlington	....	37	....	28,874	6
Bringagee	....	....	93	35,404	16
Carathool	6	243	2	46,349	....
Hay	136	453	114	25,528	64
Morundah	14	60	40	20,728	....
Jerilderie	17	10	....	21,920	14
Brocklesby	....	....	....	1,177	....
Corowa	....	9	....	297	149
Sydenham	....	5	3	2	....
Rockdale	....	....	....	....	40
Hurstville	....	8	5	....	....
Sutherland	....	5	2	....	....
South Clifton	....	....	2	....	....
Bulli	18	1	....	....	10
Wollongong	74	35	2	....	21
Unanderra	....	31	26	....	152
Dapto	63	21	29	....	242
Albion Park	78	59	73	....	149
Shellharbour	4	3	31	....	1,406
Kiama	20	78	10	....	88
Gerringong	....	63	48	4	1,306
Berry	122	138	80	....	1,728
Nowra	87	220	3	....	105
Parramatta	58	12	9	....	383
Wentworthville	....	4	7	....	189
Seven Hills	....	....	6	....	6
Blacktown	12	389	7	81	18
Rooty Hill	18	78	64	....	3
Mt. Druitt	....	....	4	40	....
St. Mary's	12	271	174	12	52
Kingswood	....	....	....	....	8
Penrith	413	178	130	....	257
Glenbrook	....	2	1	....	....
Springwood	....	10	10	....	....
Linden	....	1	1	....	....
Lawson	1	2	....	....	....
Wentworth Falls	....	3	3	....	....
Katoomba	....	3	....	....	111
Blackheath	2	1	....	....	....
Mount Victoria	12	136	97	5,526	130
Bell	2	....	....	....	....
Clarence	....	2	....	....	....
Eskbank	....	....	....	2	....
Bowenfels	4	....	....	110	....
Wallerawang	10	715	173	32,050	....
Hydal	....	....	....	3	....
Tarana	28	196	258	13,583	1,242

Stations.	Number carried.				
	Horses.	Cattle.	Calves.	Sheep.	Pigs.
Brewongle	9	2	44	10,252	60
Raglan	2	2	....	646	....
Kelso	49	730	76	39,934	85
Bathurst	35	197	....	1,578	191
Perth	....	....	....	2,381	258
George's Plains	....	....	....	3,137	....
Wimbledon	....	....	....	....	37
Newbridge	2	447	86	20,309	72
Blayney	11	247	139	27,717	122
Millthorpe	11	....	....	6,020	78
Spring Hill	....	....	....	2	....
Orange	21	408	73	10,848	32
Warne	....	134	1	3,258	148
Stuart Town	19	7	3	4,730	46
Mumbil	10	....	....	2,854	....
Dripstone	....	....	....	2,739	....
Wellington	73	1,818	43	28,382	221
Maryvale	....	....	....	2,401	122
Murrumbidgerie	....	....	....	51	....
Dubbo	302	6,067	203	208,260	209
Narromine	73	378	2	25,409	67
Trangie	75	2,020	368	96,502	166
Nevertire	160	6,467	181	324,226	1,008
Nyngan	35	5,472	145	66,182	227
Girilambone	29	....	56	14,468	....
Coolabah	....	....	....	21,793	....
Byrock	57	353	31	40,092	....
Bourke	432	23,678	64	101,766	....
Riverstone	10	15	27	163	340
Mulgrave	4	3	5	....	101
Windsor	23	48	53	....	347
Clarendon	....	....	....	....	135
Richmond	94	87	97	....	107
Capertee	....	....	....	8,587	193
Rylstone	128	4,300	124	171,436	425
Mudgee	260	3,756	....	78,150	102
Carcoar	....	1	....	4,522	....
Lyndhurst	....	25	....	4,198	90
Woodstock	44	209	52	13,007	317
Cowra	200	2,392	162	50,226	1,555
Molong	23	638	10	10,090	16
Manildra	....	117	45	2,274	....
Parkes	52	225	40	13,609	63
Forbes	37	2,600	69	140,362	206
Cobar	1	....	....	25,778	....
Ryde	....	12	2	....	46
Eastwood	....	1	....	....	....
Hornsby	1	4	2	....	21
Gordon	....	2	2	....	....
Chatswood	....	1	....	....	....
St. Leonards	....	3	1	....	....
Gosford	5	12	....	....	....
Ourimbah	....	6	....	....	....
Wyong	....	2	23	....	....
Teralba	....	1	2	....	....
Cockle Creek	....	1	1	....	....
Newcastle	....	23	....	50	....
Honeysuckle	5	....	....	....	....
Hamilton	....	2	2	....	....
Waratah	....	2	1	....	....
Wallsend	5	1	1	....	....
Hexham	5	....	....	....	....
Thornton	....	1	....	....	....
East Maitland	18	12	1	116	18
Morpeth	4	3	25	....	63
West Maitland	264	1,300	100	2,816	9,000
Farley	160	4,104	427	4,890	864
Lochinvar	120	315	71	100	55
Branxton	....	60	667	22	834
Whittingham	48	975	134	1,237	211
Singleton	271	1,734	1,272	3,784	4,175
Glennie's Creek	....	....	....	....	110
Ravensworth	10	632	141	642	170
Muswellbrook	197	1,632	402	6,731	1,214
Aberdeen	20	410	950	6,131	321
Scone	320	1,890	201	11,167	341
Wingen	33	64	2	783	1
Blandford	3	....	....	179	....
Murrurundi	....	247	37	4,667	55
Willow Tree	17	1,290	80	41,336	21
Quirindi	166	7,408	690	200,836	....
Werris Creek	24	170	21	7,570	40
Currabubula	....	....	....	5,818	13
West Tamworth	113	3,237	119	16,212	1,333
Tamworth	....	....	....	2	....
Moonbi	1	1	1	....	....
Walcha Road	12	1	1	521	192
Kentucky	....	....	....	2,462	....
Uralla	16	106	40	1,779	....
Armidale	107	110	22	734	41
Black Mountain	1	....	....	101	....
Guyra	1	17	2	....	50
Glencoe	....	....	49	43	....
Glen Innes	81	44	....	2,791	129
Deepwater	40	54	85	5,350	....
Tenterfield	196	249	....	....	18
Jennings	854	14	25	130	....
Breeza	502	4,677	507	67,104	731
Curlewis	63	292	430	30,353	....
Gunnedah	52	2,784	252	169,347	483
Boggabri	69	3,962	311	147,045	18
Baan Baa	....	....	....	17	....
Narrabri	440	9,865	449	505,440	403
Byron Bay	....	....	1	....	20
Lismore	....	6	1	63	367
Total year ending 30 June, 1895	13,102	145,650	19,868	4,009,924	82,631
Total year ending 30 June, 1894	9,312	112,083	19,577	3,345,456	89,231

APPENDIX XVII.

Statement of the number of Bales of **WOOL** forwarded on the New South Wales Government Railways, during the years **ending 30th June, 1894 and 1895.**

Stations.	Number of Bales.		Stations.	Number of Bales.		Stations.	Number of Bales.	
	1895.	1894.		1895.	1894.		1895.	1894.
Darling Harbour	5,809	5,436	Whitton	6,207	7,142	Lyndhurst	991	1,014
Liverpool	8,993	7,477	Darlington	2,766	3,627	Woodstock	1,843	1,604
Minto	15	54	Bringagee	3,610	2,666	Cowra	12,689	22,777
Campbelltown	6	2	Carrathool	10,626	3,869	Borenore	2,290	3,013
Menangle	2	.....	Hay	10,836	8,773	Molong	5,691	25,559
Douglas Park	13	11	Morundah	3,114	3,140	Manildra	1,020	.....
Mittagong	196	282	Jerilderie	9,658	5,836	Parkes	12,851	234
Bowral	5	4	Brocklesby	2,988	2,330	Forbes	25,768	536
Moss Vale	284	387	Bellambi	.....	1	Cobar	10,361	6,870
Exeter	21	.....	Parramatta	1	3	Newcastle	92	166
Wingello	18	9	Blacktown	.....	12	Morpeth	65	11
Marulan	931	1,035	St. Mary's	3	3	West Maitland	3,013	2,473
Towrang	618	478	Penrith	104	4	Lochinvar	.....	4
Goulburn	6,396	7,347	Emu Plains	3,593	.....	Allandale	.....	4
Breadalbane	615	620	Mount Victoria	190	451	Branxton	48	100
Razorback	15	.....	Bowenfels	219	96	Whittingham	136	90
Gunning	3,106	3,039	Wallerawang	1,350	1,198	Singleton	220	257
Jerrawa	205	257	Rydal	50	95	Glennie's Creek	30	15
Yass Junction	3,289	4,107	Tarana	598	613	Ravensworth	380	583
Yass Town	1,818	1,693	Locksley	72	93	Muswellbrook	8,100	7,790
Bowning	3,109	3,917	Brewongle	547	537	Aberdeen	5,007	6,190
Binalong	4,165	4,503	Raglan	169	204	Scone	5,433	5,629
Galong	2,142	2,054	Kelso	1,409	1,861	Wingen	469	407
Harden	1,704	2,048	Bathurst	3,036	2,970	Blandford	1,834	1,789
Murrumburrah	590	298	Perth	1,346	1,828	Murrurundi	251	301
Demondrille	478	309	George's Plains	96	55	Ardglen	823	811
Nubba	.....	215	Wimbledon	306	292	Willow Tree	3,815	3,711
Wallendbeen	2,580	2,360	Newbridge	1,222	1,423	Quirindi	9,499	8,852
Cootamundra	6,977	5,329	Blayney	518	545	Werris Creek	617	751
Bethungra	1,304	1,156	Millthorpe	294	397	Currabubula	2,713	2,723
Illabo	1,598	1,527	Spring Hill	315	283	West Tamworth	19,061	17,398
Junee Junction	4,429	3,822	Orange	1,152	1,851	Tamworth	749	1,079
Harefield	566	389	Mullion Creek	623	665	Moonbi	1,421	1,160
Wagga Wagga	10,551	9,613	Kerr's Creek	66	163	Woolbrook	522	751
Uranquinty	1,244	1,874	Warne	1,049	1,143	Walcha Road	3,832	4,937
The Rock	3,415	2,363	Stuart Town	493	382	Kentucky	1,381	1,443
Yerong Creek	4,031	3,146	Mumbil	1,419	1,442	Uralla	7,472	8,137
Henty	869	806	Dripstone	245	286	Armidale	5,525	4,689
Culcairn	6,237	3,973	Wellington	3,270	2,963	Dumaresq	.....	1,128
Gerogery	105	228	Mary Vale	374	469	Black Mountain	182	310
Table Top	1,079	36	Geurie	511	511	Guyra	2,316	2,031
Albury	185	25	Murrumbidgerie	2,023	2,552	Ben Lomond	950	865
Camden	29	44	Dubbo	18,708	18,404	Glencoe	222	296
Tarago	709	1,120	Narromine	8,710	9,172	Glen Innes	11,638	12,157
Bungendore	2,140	2,423	Trangie	14,181	12,039	Dundee	.....	1,089
Queanbeyan	4,692	4,653	Nevertire	45,580	40,890	Deepwater	2,312	2,340
Michelago	2,638	2,399	Nyngan	12,101	11,197	Bolivia	.....	15
Cooma	8,873	9,059	Girilambone	7,992	6,481	Tenterfield	280	366
Coolac	1,348	1,107	Coolabah	2,982	2,425	Jennings	106	121
Gundagai	5,182	5,238	Byrock	10,192	7,668	Breeza	2,498	2,726
Stockinbingal	.....	1,058	Bourke	78,746	74,293	Curlewis	1,552	1,290
Temora	11,477	10,694	Riverstone	176	232	Gunnedah	8,136	8,605
Young	17,107	17,744	Windsor	186	3,083	Boggabri	3,417	3,725
Koorawatha	728	682	Piper's Flat	34	23	Baan Baa	553	426
Old Junee	1,034	1,849	Caperlee	791	884	Narrabri	85,393	79,719
Coolaman	3,562	2,900	Rylstone	1,598	1,565			
Grong Grong	2,139	2,807	Mudgee	20,266	18,954			
Narrandera	18,481	19,322	Carcoar	861	836			
Yanko	1,577	1,528	Mandurama	1,655	1,602	Total	747,480	699,905

APPENDIX XVIII.

COMPARATIVE Statement of the Tonnage and Amount received for the Carriage of **COAL, COKE, and SHALE** forwarded from the various Collieries during the years ending 30th June, 1895 and 1894.

Collieries.	1895.		1894.		Increase.		Decrease.	
	Tons.	Freight.	Tons.	Freight.	Tons.	Freight.	Tons.	Freight.
Coal and Coke.		£		£		£		£
A.A. Company	1,599	66	1,218	64	381	2	.....	.....
Anvil Creek	1,163	94	5,082	436	.....	.....	3,919	342
Anvil Creek New	775	58	.....	.....	775	58	.....	.....
Black Jack	484	127	.....	.....	484	127	.....	.....
Blackwall	1,118	540	1,242	598	.....	.....	124	58
Burwood West	327	14	15,893	713	.....	.....	15,566	699
Burwood No. 3	69,272	2,840	30,131	1,266	39,141	1,574	.....	.....
Co-operative	146,399	6,223	69,428	3,198	76,971	3,025	.....	.....
Curlewis	662	200	544	183	118	17	.....	.....
Denton Park	4,166	306	1,556	107	2,610	199	.....	.....
Dudley	.....	.....	12,563	968	.....	.....	12,563	968
Dulwich	1,983	490	4,198	781	.....	.....	2,215	291
East Maitland	108	11	2,226	108	.....	.....	2,118	97
Elamore	10,106	465	9,395	485	711	.....	.....	20
Ferndale	5,042	132	15,506	438	.....	.....	10,464	306
Foot Hill	2,191	142	419	29	1,772	113	.....	.....
Greta	59,877	5,046	4,704	405	55,173	4,641	.....	.....
Greta East	68,603	4,620	17,200	1,226	51,403	3,394	.....	.....
Hetton	201,467	7,386	173,886	5,823	27,581	1,563	.....	.....
Hillside	736	31	7,269	304	.....	.....	6,531	273
Lambton	136,869	5,533	154,023	6,418	.....	.....	17,154	885
Lambton East	1,329	55	9,127	385	.....	.....	7,798	330
Lambton South New	41,039	1,657	36,786	1,632	4,253	25	.....	.....
Minmi (Duckenfield)	244,097	11,890	208,429	9,737	35,668	2,153	.....	.....
Muswellbrook	112	23	92	27	20	.....	.....	4
Newcastle	222,693	9,174	185,273	7,769	37,420	1,405	.....	.....
Northern Extended	35,024	2,012	19,949	1,338	15,075	674	.....	.....
Northumberland	1,177	74	.....	.....	1,177	74	.....	.....
Occanic	.....	.....	1,751	102	.....	.....	1,751	102
Pacific Co-operative	89,594	4,682	77,993	4,234	11,601	448	.....	.....
Parified	14,459	1,068	15,771	973	.....	95	1,312	.....
Rix's Creek	9,346	3,967	5,579	2,564	3,767	1,403	.....	.....
Roschill	.....	.....	113	5	.....	.....	113	5
Sneddon's (Wallsend)	25,670	1,046	28,248	1,177	.....	.....	2,578	129
Thornton	.....	.....	6,398	374	.....	.....	6,398	374
Wallsend	332,611	13,720	280,033	11,956	52,578	1,764	.....	.....
Wallsend South	33,904	1,400	24,230	1,021	9,674	379	.....	.....
Wallsend West	57,901	2,834	5,425	306	52,476	2,528	.....	.....
Sealham	88,117	5,120	99,117	5,676	.....	.....	11,000	556
Warstah	39,595	1,585	17,813	706	21,782	879	.....	.....
Wickham and Bullock Island	222,417	5,616	179,438	4,491	42,979	1,125	.....	.....
Total, North	2,172,034	100,249	1,728,048	78,023	545,590	27,665	101,604	5,439
Austinmer	4,337	634	3,770	609	567	25	.....	.....
Bellambi	14,532	3,031	9,788	2,153	4,744	878	.....	.....
Bulli	7,017	2,538	6,429	2,112	588	426	.....	.....
Bong Bong	1,226	174	1,543	214	.....	.....	317	40
Box Vale	948	154	529	90	419	64	.....	.....
Carson's Siding	1,028	92	1,032	90	.....	2	4	.....
Corrimal	108,211	2,179	115,081	2,240	.....	.....	6,870	61
Cox's Siding	529	64	794	98	.....	.....	265	34
Irondale	3,105	737	3,363	680	.....	57	258	.....
Joadja	1,476	412	1,876	423	.....	.....	400	11
Lithgow Collieries	62,477	23,692	71,361	26,754	.....	.....	8,884	3,062
Metropolitan	118,684	15,441	82,059	11,097	36,625	4,344	.....	.....
Mount Kembla	4,826	2,283	2,690	1,111	2,136	1,172	.....	.....
Mount Kiera	67,903	450	91,513	1,458	.....	.....	23,610	1,008
Mount Pleasant	1,008	120	1,944	251	.....	.....	936	131
North's Siding	38	10	2,860	736	.....	.....	2,822	726
South Clifton	59,275	10,014	78,041	13,076	.....	.....	18,766	3,062
Portland	244	85	450	127	.....	.....	206	42
Total, South, West, and Illawarra	456,864	62,110	475,123	63,319	45,079	6,968	63,338	8,177
Total, North	2,172,034	100,249	1,728,048	78,023	545,590	27,665	101,604	5,439
Grand Total, Coal and Coke	2,628,898	162,359	2,203,171	141,342	590,669	34,633	164,942	13,616
Shale.								
Capertee	5,468	2,271	486	244	4,982	2,027	.....	.....
Hartley Vale	13,523	4,569	6,154	2,100	7,369	2,469	.....	.....
Joadja	3,061	994	5,733	1,850	.....	.....	2,672	856
North's Siding	9,532	2,697	8,600	2,451	932	246	.....	.....
Total, Shale	31,584	10,531	20,973	6,645	13,283	4,742	2,672	856
Total, Coal	2,628,898	162,359	2,203,171	141,342	590,669	34,633	164,942	13,616
Grand Total, Coal, Coke, and Shale	2,660,482	172,890	2,224,144	147,987	603,952	39,375	167,614	14,472

APPENDIX XIX.

COAL EXPORTED FROM NEWCASTLE.

RETURN of the quantity of **COAL EXPORTED** from Newcastle to Foreign and Intercolonial Ports for the years ending 30th June, 1895, compared with the same period in 1894.

Countries.	1894-95.	1893-94.	Increase.	Decrease.
	Tons.	Tons.	Tons.	Tons.
Victoria	625,281	587,413	37,868	.....
New Zealand	159,106	163,897	.....	4,791
South Australia	144,484	147,518	.....	3,034
Tasmania	58,834	55,520	3,314	.....
Western Australia	41,280	21,080	20,200	.....
Fiji	6,125	4,644	1,481	.....
Queensland	20,468	13,711	6,757	.....
Total, Intercolonial	1,055,578	993,783	61,795	.....
Foreign—				
Peru	25,488	21,085	4,403	.....
New Caledonia	5,504	13,369	.....	7,865
India	35,080	23,277	11,803	.....
United States	286,006	182,589	103,417	.....
Hong Kong	27,751	20,120	7,631	.....
Mauritius	17,771	6,120	11,651	.....
Philippine Islands	84,148	44,190	39,958	.....
Chili	267,032	193,030	74,002	.....
Sandwich Islands	40,368	37,646	2,722	.....
Java	34,961	16,452	18,509	.....
Mexico	14,919	5,871	9,048	.....
South Sea Islands	900	.....	900	.....
Singapore	22,576	16,900	6,676	.....
Other Countries	30,571	15,116	15,455	.....
Total, Foreign	893,075	595,765	297,310	.....
Grand Total (Intercolonial and Foreign)	1,948,653	1,589,548	359,105	.....

NUMBER of Tons and Value of Coal exported to Foreign and Intercolonial Ports for the years ending 30th June, 1895 and 1894.

1894-95.		1893-94.		Increase.	
Tons.	Value.	Tons.	Value.	Tons.	Value.
	£		£		£
1,948,653	703,562	1,589,548	635,695	359,105	67,867

PORT OF NEWCASTLE.

Foreign and Intercolonial Shipping out of Newcastle.

FROM JUNE TO JUNE.

1894-95.		1893-94.		Increase.	
No. of Vessels.	Tonnage.	No. of Vessels.	Tonnage.	No. of Vessels.	Tonnage.
1,243	1,446,300	1,133	1,225,756	110	220,544

APPENDIX XX.

RAILWAYS.

Miscellaneous Articles Imported for the Railways during year ending 30th June, 1895.

Date of Arrival.	Name of Ship.	Description of Material.	Supplied by	Weight.	Rate.	Invoice Cost.	Freight.	English Charges.	Colonial Charges.	Total Cost.	Cost per ton or Article.
1894.				T. c. q. lb.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d. each.
9 June	Gulf of Taranto ..	Rail sawing and drilling machine, complete.	Joshua Buckton & Co.	.....	.....	306 1 8	10 15 10	7 12 6	2 11 11	337 1 10	337 1 10
9 "	" ..	1 piston rod for 15 cwt. hammer.	Davis & Primrose	.....	.....	31 10 0	0 10 6	0 18 7	0 5 0	33 4 1	33 4 1
*9 "	" ..	300 vulcanite I.R. door stops	North British Rubber Co.	.....	0 17 6	2 12 6	0 10 6	0 1 0	0 1 4	3 5 4	0 0 2½
15 "	Culgoa	6 Gibb's ventilators	John Gibbs & Son	.....	0 19 0	5 14 0	0 10 6	0 8 3	0 0 9	6 13 6	1 2 3
14 July	Yarrawonga	60 cast-steel tyres	Vickers, Sons, & Co. ..	15 15 2 10	1 4 0	450 16 1	12 6 6	9 8 9	4 3 6	476 14 1	0 10 8
14 "	"	150 steel draw-springs	Hutchison Bros. & Co. ..	.....	0 3 5	25 12 0	1 2 3	0 10 3	0 5 8	27 16 8	0 3 8½ per ton.
3 Aug.	Fifeshire	8 copper plates	Elliott's Metal Co.	2 0 1 17½	61 10 0 less 2½ %	148 2 0	3 18 0	3 5 3	1 1 13	156 7 8	93 18 7 each.
24 June	Australasian	7 injectors	Gresham & Craven	.....	8 8 0	58 16 0	1 1 0	1 9 6	0 9 8	61 16 2	8 16 7 samples.
7 July	Oceana	6 galls. sample varnish ..	Conrad Wm. Schmidt ..	.....	.....	3 3 0	.....	....	0 0 1	3 3 1	3 3 1 per ton.
4 Aug.	Wilcannia	3 steel plates	Patent Shaft and Axle-tree Co.	2 7 2 8	12 5 0	29 2 9	1 11 3	0 17 8	0 7 0	31 18 8	13 3 11 each.
21 "	Per Parcels Post ..	24 ticket dating dies	J. Sloper & Co.	.....	0 2 0	2 8 0	.....	0 0 11	....	2 8 11	0 2 0½ per cwt.
27 Sept.	Woolloomooloo ..	11 crucible steel bars	Thos. Firth & Sons	6 11 0 8	16 0 0	104 17 2	6 0 6	2 7 11	1 1 6	114 7 1	0 17 5½ per ton.
27 "	" ..	150 steel tees	Pat. Shaft and Axle-tree Co.	3 18 3 0	7 15 0	30 10 4	2 12 10	0 18 2	0 12 11	35 14 3	9 0 10 each.
27 "	" ..	1,000 steel springs	Charles Cammell & Co.	.....	0 4 0	237 10 0	7 19 2	5 1 0	2 10 3	253 0 5	0 5 0¾
27 "	" ..	100 engine volute springs ..	" " ..	.....	0 6 8	33 6 8	2 0 9	0 19 4	0 7 1	36 13 10	0 7 4
9 Oct.	Warrimoo	1 electric headlight plant	National Elect. Co.	.....	.....	77 17 9	5 5 8	....	0 1 5	83 4 8	83 4 8
25 Nov.	Buteshire	12 steel driving-wheel bodies.	Dubs & Co.	.....	.....	330 0 0	9 1 4	7 0 5	2 18 10	355 0 7	29 11 8½ qty.
16 June	Culgoa	4 sample lamps	London Patent Safety Lamp Co.	.....	.....	3 13 6	.....	....	0 0 1	3 13 7	3 13 7
15 "	"	2 sample filters	Universal Self-Cleaning Filter Co.	.....	.....	0 17 0	.....	....	....	0 17 0	0 17 0 per ton.
22 Oct.	Austral	34 copper rods	The Broughton Copper Co.	2 0 0 0	49 0 0	98 0 0	3 0 1	2 5 2	0 11 5	103 16 8	51 18 4 per foot.
24 Nov.	Echuca	2 30-ft. length aphincter (60 ft.) armoured hose	F. Reddaway & Co.	.....	0 3 6	10 10 0	1 1 0	0 10 2	0 1 8	12 2 10	0 4 0½ each.
12 Dec.	Australia	1 tool-grinding machine .	William Sellars	.....	.....	238 5 2	3 17 10	....	0 2 2	242 5 2	242 5 2
16 "	"	1 boiler tester	H. Belfield	.....	.....	21 0 0	0 1 0	....	0 0 1	21 10 10	21 10 10 cwt.
18 "	"	1 bale wool waste	R. Bishop & Co.	0 4 3 22	.....	8 2 2	1 7 2	....	0 0 3	9 0 7	1 18 2 each.
1895. 23 Feb.	Andora	1 moulding machine	Tabor Manufacturing Company.	.....	.....	240 14 6	4 1 10	....	0 2 11	244 19 3	244 19 3
23 "	"	50 No. 1 Barrett trip jacks	Fairbanks Co.	.....	.....	133 4 0	2 4 4	....	0 2 8	135 11 0	2 14 2 1/12 per ton.
19 "	Moreyshire	12 steel plates	Butterbey & Co. (Ltd.)	5 1 1 13	7 10 0	38 0 3	3 0 6	1 1 2	0 15 2	43 8 1	8 10 0
5 Mar.	Wilcannia	4 cases or 75 copper bolts	Williams, Foster, & Co. and Pascoe, Grenfell, & Sons.	2 0 1 16	50 5 0	101 0 9	2 3 0	2 6 7	0 16 9	107 15 1	53 7 6
12 May	Stanmore	50 No. H 109 cut drive gears.	Sheffield Car Co.	.....	.....	36 5 8	1 3 5	....	0 1 8	37 10 9	per set. 0 15 0
12 "	"	50 No. H 109 pinions									
12 "	"	60 boxes lead seals	E. J. Brookes & Co. ..	500000 seals only charged for.		257 18 8	4 3 0	....	0 6 2	262 7 8	per 1000. 0 10 5¾
12 "	"	4 " seal presses									
8 April	Warrnambool	60 cast steel tyres	Monkbridge Iron and Steel Co.	t. c. q. lb. 21 5 3 23	1 3 0	505 16 5	13 19 7	10 8 4	4 10 6	534 14 10	each. 8 18 3
8 "	"	6 steel bogie axles	" " ..	.....	6 19 0	41 17 0	0 19 8	0 19 4	0 7 4	44 3 4	7 7 2⅔ per ton.
8 "	"	8,880 angle fishplates	Charles Cammell & Co.	85 3 0 6	5 16 3	494 19 0	60 15 2	6 5 2	10 16 10	572 16 2	6 14 0½ each.
19 "	Orient	2 C.S. axles, class D, 256 type.	Vickers, Sons, & Co. ..	.....	.....	340 0 0	3 4 5	7 2 0	1 12 3	351 18 8	175 19 4 gross.
Various.	Various	200,000 sponge cloths	Rigby, Wainwright, & Co.	gross dos. odd 1,888 10 8	0 0 10½	685 15 4	23 4 7	14 13 1	5 2 8	728 0 8	0 10 5¾ per ton.
5 Mar.	Wilcannia	18 copper plates, various sizes.	William's, Foster, & Co., and Pascoe, Grenfell, & Sons.	T. c. q. lb. 7 7 0 14	55 4 8	406 6 6	10 11 6	8 8 6	3 1 7	428 8 0	58 4 8
8 April	Warrnambool	4 copper plates, various sizes.	Elliott's Metal Co.	1 17 3 11½	55 2 4	104 6 5	1 9 11	2 7 8	0 15 11	108 19 11	57 11 9 each.
Various.	Various	175 No. 1 hand cars	Sheffield Car Co.	.....	.....	1774 0 11	210 0 7	....	7 18 7	1992 0 1	11 7 7

Rails for Renewals Imported for the Railways.

Various.	Various	5,000 30' steel rails, 90-lb. ..	Holekow, Vaughan, & Co.	2000 0 0 0	3 15 6	7548 19 11	774 19 10	84 19 6	210 4 4	8620 3 7	per ton. 4 6 2½

TRAMWAYS.

Miscellaneous Articles Imported for the Tramways during year ending 30th June, 1895.

Date of Arrival.	Name of Ship.	Description of Material.	Supplied by	Weight.	Rate.	Invoice Cost.	Freight.	English Charges.	Colonial Charges.	Total Cost.	Cost Per Ton or Article
1894.				T. c. q. lb.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d. per cwt.
9 June	Gulf of Taranto .	40 bdls. ferrule steel	Howell & Co. (Ltd.)	3 0 0 0	0 16 0 less 3½%	46 16 0	6 19 0	1 4 8	0 17 4	55 17 0	0 18 7½
2 Aug.	Glenelg	Brake fittings	Eames' Vacuum Brake Co.	.....	.....	204 1 8	2 1 0	5 10 11	0 3 1	212 3 2	212 3 2 per pair.
2 "	"	30 pcs. Hermann's patent fare registers.	Jacob P. Hance	.....	.....	264 14 8	0 10 0	....	0 0 5	255 4 11	8 10 2 per ton.
14 July	Yarrawonga	5,000 steel fish-plates	Darlington Steel Co. ..	13 14 2 6	7 17 6	108 2 1	12 0 6	2 10 1	1 19 5	124 12 1	9 1 2½
14 "	"	40,000 steel bolts and nuts	The Phœnix Bolt and Nut Co.	14 18 3 0	17 15 0	265 2 10	13 0 4	5 11 11	3 0 11	286 16 0	19 3 8 each.
3 Aug.	Fifeshire	100 30" sand-disc car wheels	Miller & Co.	.....	1 2 0	112 10 0	5 10 2	2 11 0	2 5 11	122 17 1	1 4 6 1/12 per 100 ft.
27 Sept.	Woolloomooloo ..	1,000 ft. steel wire cable	The Thompson-Houston International Electric Co.	.....	0 18 0	9 0 0	0 10 6	0 9 7	0 1 7	10 1 8	1 0 2
Various.	Various	620 cast steel car wheels ..	Hadfield Steel Co.	.....	0 0 0	1390 11 0	18 13 5	20 8 4	15 16 4	1460 14 1	per set of 4. 9 5 5 5/11

APPENDIX XXI.

RAILWAYS.

Return of the number and nature of the Accidents and Injuries to Life and Limb which have occurred during the year ending 30th June, 1895.

Date of Accident.	Passengers killed or injured.				Servants of the Department or of Contractors killed or injured.				Trespassers, &c.		Nature or cause of Accident.
	Causes beyond their own control.		Their own misconduct or want of caution.		Causes beyond their own control.		Their own misconduct or want of caution.		Own want of caution.		
1894.	Killed	Injured	Killed	Injured	Killed	Injured	Killed	Injured	Killed	Injured	
2 July..	...	...	...	1	...	...	...	...	...	...	Left train in motion.
3 ,, ...	...	...	...	...	...	...	...	...	...	1	Slightly crushed between sheep-van and race.
4 ,, ...	...	...	...	...	...	...	...	1	...	...	Slightly crushed between draw-hooks.
6 ,, ...	...	...	...	...	...	1	...	...	...	...	Scalded by water from engine.
6 ,, ...	...	...	...	...	...	...	...	1	...	...	Attempting to get on wagon in motion.
7 ,, ...	...	...	...	...	...	...	...	...	...	1	Fell from platform.
7 ,, ...	...	...	...	...	...	...	...	1	...	...	Slightly crushed by door of van.
8 ,, ...	...	...	...	...	...	...	...	...	1	...	Run over.
13 ,, ...	...	...	...	...	...	...	...	1	...	...	Jammed by tail-rope against truck.
14 ,, ...	...	...	...	...	...	...	...	...	...	1	Fell from platform.
18 ,, ...	...	...	...	...	...	...	1	...	...	...	Run over.
19 ,, ...	...	...	...	...	...	...	...	1	...	...	Slipped from trolly when leading rails.
19 ,, ...	...	...	...	...	...	...	...	1	...	...	Struck by engine when walking along line.
23 ,, ...	...	...	...	...	...	...	...	1	...	...	Slightly injured stepping from rails to platform.
3 Aug...	...	...	...	1	...	...	...	...	...	...	Crossing from down to up platform.
5 ,, ...	...	...	...	...	...	...	...	...	...	1	Slightly crushed by turntable.
9 ,, ...	...	...	...	...	...	...	...	1	...	...	Arm dislocated getting off brake-van.
13 ,, ...	...	...	...	...	...	...	...	1	...	...	Slightly injured during shunting operations.
14 ,, ...	...	...	...	...	...	...	...	...	1	...	Run over.
16 ,, ...	...	...	...	1	...	...	...	...	...	...	Left train in motion.
16 ,, ...	...	1	...	...	...	...	...	...	...	...	Engine brought roughly on to train.
19 ,, ...	...	...	...	...	...	...	...	...	1	...	Run over.
20 ,, ...	...	...	...	...	...	...	...	1	...	...	Crushed between draw-bars.
29 ,, ...	...	...	...	...	...	...	...	1	...	...	Slightly injured unloading mails.
4 Sept..	...	...	...	1	...	...	...	...	...	...	Fell down steps.
5 ,, ...	...	...	...	1	...	...	...	...	...	...	Fell between train and platform.
7 ,, ...	...	...	...	...	...	...	1	...	...	...	Fell from truck.
7 ,, ...	...	...	...	...	...	...	...	1	...	...	Slightly injured during shunting operations.
10 ,, ...	...	...	...	1	...	...	...	...	...	...	Fell between cars.
16 ,, ...	...	...	...	1	...	...	...	...	...	...	Attempting to enter car in motion.
17 ,, ...	...	...	...	1	...	...	...	...	...	...	Fell down subway steps.
20 ,, ...	...	...	...	1	...	...	...	...	...	...	Left carriage on wrong side and fell.
20 ,, ...	...	...	...	...	1	2	2	...	...	...	Waratah collision between goods trains; signals disregarded.
22 ,, ...	...	...	...	...	...	...	1	...	...	...	Crossing the line.
22 ,, ...	...	...	...	...	...	...	...	1	...	...	Slightly injured when shunting.
23 ,, ...	...	...	...	1	...	...	...	...	...	...	Left train in motion.
24 ,, ...	...	...	...	1	...	...	...	...	...	...	Left train in motion.
25 ,, ...	...	...	...	...	...	...	...	1	...	...	Fell from truck.
27 ,, ...	...	...	...	...	...	...	...	1	...	...	Slightly injured.
1 Oct...	...	...	...	1	...	...	...	...	...	...	Attempting to join train in motion.
2 ,, ...	...	...	...	1	...	...	...	...	...	...	Fell from platform.
4 ,, ...	...	...	...	...	...	...	...	1	...	...	Jammed by draw-bar when shunting.
6 ,, ...	...	...	...	...	...	...	...	...	...	1	Fell from brake-van.
8 ,, ...	...	...	...	...	...	...	...	1	...	...	Bruised during shunting operations.
11 ,, ...	...	...	...	...	...	...	...	1	...	...	Slightly injured during shunting operations.
15 ,, ...	...	...	...	...	...	...	...	...	...	1	Slightly injured by buffers.
22 ,, ...	...	...	...	...	...	...	...	1	...	...	Slightly injured during shunting operations.
24 ,, ...	...	...	...	1	...	...	...	...	...	...	Left train in motion.
25 ,, ...	...	1	...	...	...	...	...	...	...	...	Slightly injured owing to sudden jerk of train.
27 ,, ...	...	...	...	1	...	...	...	...	...	...	Left train in motion.
28 ,, ...	...	...	...	1	...	...	...	...	...	...	Fell down subway steps.
28 ,, ...	...	1	...	...	...	...	...	...	...	...	Struck by a stone thrown at passing train.
31 ,, ...	11	30	...	...	2	...	...	...	...	...	Redfern collision between two passenger trains signals disregarded.
31 ,, ...	...	...	...	...	...	...	...	1	...	...	Caught between buffers.
3 Nov...	...	...	...	...	...	...	...	1	...	...	Fell from engine when oiling.
5 ,, ...	...	...	...	...	...	...	...	...	...	1	Injured by door of horse-box.
6 ,, ...	...	...	...	1	...	...	...	...	...	...	Knocked down by engine.
16 ,, ...	...	...	...	...	...	...	...	...	1	...	Run over.
20 ,, ...	...	...	...	...	...	1	...	...	...	...	Injured by spark from engine.
25 ,, ...	...	...	...	1	...	...	...	...	...	...	Left train in motion.
3 Dec...	...	...	...	...	...	...	...	1	...	...	Sprained when shunting.
4 ,, ...	...	1	...	...	...	...	...	...	...	...	Slightly injured by door.
6 ,, ...	...	...	...	...	...	...	...	1	...	...	Crushed between buffers.
6 ,, ...	...	...	...	1	...	...	...	...	...	...	Entering train in motion.
7 ,, ...	...	...	...	...	...	...	...	1	...	...	Bruised by brake-lever of truck.
7 ,, ...	...	...	...	...	...	...	...	...	1	...	Run over.
9 ,, ...	...	...	...	...	...	...	...	...	1	...	Run over.
10 ,, ...	...	...	...	1	...	...	...	...	...	...	Struck by platform trolly.
18 ,, ...	...	...	...	...	...	...	...	1	...	...	Crushed during shunting operations.
20 ,, ...	...	...	...	...	...	...	1	...	...	...	Crushed during shunting operations.
21 ,, ...	...	...	...	...	...	...	1	...	...	...	Alighting from train fell under wheels.
26 ,, ...	...	1	...	...	...	...	...	...	...	...	Struck by piece of coal falling from train.
27 ,, ...	...	...	...	...	...	...	...	1	...	...	Sprained during shunting operations.
29 ,, ...	...	...	...	...	...	...	...	1	...	...	Bruised during shunting operations.

APPENDIX XXI—*continued.*

Date of Accident.	Passengers killed or injured.				Servants of the Department or of Contractors killed or injured.				Trespassers, &c.		Nature or cause of Accident.
	Causes beyond their own control.		Their own misconduct or want of caution.		Causes beyond their own control.		Their own misconduct or want of caution.		Own want of caution.		
1895.	Killed	Injured	Killed	Injured	Killed	Injured	Killed	Injured	Killed	Injured	
7 Jan.	...	...	...	...	...	...	...	...	...	1	Attempting to get on truck in motion.
7 ,,	...	...	...	...	...	...	...	1	...	...	Bruised exchanging tablet with driver.
6 ,,	...	...	...	1	...	...	...	...	...	...	Fell on platform.
8 ,,	...	...	...	...	...	...	...	1	...	...	Slightly injured by sprag.
10 ,,	...	...	...	...	...	...	...	1	...	...	Struck by something projecting from passing train.
11 ,,	...	...	...	...	...	...	...	1	...	...	Injured during shunting operations.
18 ,,	...	...	...	1	...	...	...	...	...	...	Attempted to enter train in motion.
21 ,,	...	...	...	...	...	...	...	1	...	...	Slightly injured by draw-hooks.
23 ,,	...	...	...	1	...	...	...	...	...	...	Attempting to join train in motion.
24 ,,	...	...	...	1	...	...	...	...	...	...	Left train in motion.
29 ,,	...	...	...	...	...	...	...	...	...	1	Struck by engine when crossing the line.
30 ,,	...	...	...	...	...	...	1	...	...	...	Run over.
6 Feb.	...	...	...	1	...	...	...	...	...	...	Fell off platform.
7 ,,	...	...	...	...	...	...	...	1	...	...	Sprained jumping on brake-van.
9 ,,	...	...	...	...	...	...	...	1	...	...	Slightly injured by buffers.
10 ,,	...	...	...	...	...	...	1	...	...	...	Run over.
13 ,,	...	1	...	...	...	...	...	...	...	...	Slightly injured by sudden jerk of train.
20 ,,	...	...	1	...	...	...	...	...	...	...	Crushed between buffers and stop-block.
21 ,,	...	...	...	...	...	...	1	...	...	...	Run over.
21 ,,	...	...	...	...	...	...	...	1	...	...	Jammed between tail-rope and truck.
23 ,,	...	...	...	...	...	...	...	1	...	...	Crushed between buffers.
1 Mar.	...	...	...	...	...	...	1	...	...	...	Struck by engine.
2 ,,	...	...	...	...	...	...	...	1	...	...	Slightly crushed when shunting.
9 ,,	...	...	...	...	...	...	...	1	...	...	Struck by door of cattle wagon.
12 ,,	...	...	...	...	...	...	...	1	...	...	Slightly injured through derailment.
12 ,,	...	...	...	...	...	...	...	...	...	1	Scalded by steam from engine.
14 ,,	...	...	...	...	...	...	...	1	...	...	Slightly injured by side chains.
16 ,,	...	...	...	...	...	...	...	1	...	...	Bruised by draw-hooks.
20 ,,	...	...	...	...	...	...	...	1	...	...	Slightly injured by draw-bar.
23 ,,	...	...	...	...	...	...	...	...	1	...	Run over.
25 ,,	...	...	...	1	...	...	...	...	...	...	Left train in motion.
26 ,,	...	...	1	...	...	...	...	...	...	...	Left train in motion.
26 ,,	...	...	...	...	...	...	...	1	...	...	Sprained during shunting operations.
27 ,,	...	...	...	1	...	...	...	...	...	...	Left train in motion.
31 ,,	...	1	...	...	...	...	...	...	...	...	Struck by bottle thrown from passing train.
31 ,,	...	...	...	...	...	...	...	1	...	...	Fell from engine.
5 Apl.	...	...	...	1	...	...	...	...	...	...	Left train on wrong side and fell on line.
6 ,,	...	...	...	...	...	...	...	1	...	...	Slightly injured by wagon door.
9 ,,	...	...	...	...	...	...	...	1	...	...	Fell between trucks.
11 ,,	...	...	...	1	...	...	...	...	...	...	Jumped from train in motion.
11 ,,	...	...	...	...	...	...	...	...	...	1	Fell on rails.
13 ,,	...	...	...	1	...	...	...	...	...	...	Left train in motion.
17 ,,	...	...	...	...	...	...	...	1	...	...	Slightly injured by tricycle.
18 ,,	...	...	...	...	...	...	...	...	...	1	Slightly crushed by turntable.
20 ,,	...	...	...	1	...	...	...	...	...	...	Slightly injured alighting from train.
22 ,,	...	...	...	1	...	...	...	...	...	...	Fell down subway steps.
23 ,,	...	...	...	...	...	...	...	1	...	...	Fell between truck and platform.
1 May	...	...	...	1	...	...	...	...	...	...	Left train in motion.
2 ,,	...	...	...	1	...	...	...	...	...	...	Left train in motion.
2 ,,	...	...	...	...	...	...	1	...	...	...	Run over.
4 ,,	...	...	...	...	...	...	...	1	...	...	Caught between buffers.
4 ,,	...	...	...	...	...	...	1	...	...	...	Crushed between buffers.
6 ,,	...	...	...	...	...	...	...	1	...	...	Injured during shunting operations.
7 ,,	...	...	1	...	...	...	...	...	...	...	Left train in motion.
9 ,,	...	...	1	...	...	...	...	...	...	...	Jumped from train in motion.
9 ,,	...	...	...	...	...	...	...	1	...	...	Slightly injured during shunting operations.
16 ,,	...	...	...	...	...	...	...	1	...	...	Fell from van.
17 ,,	...	...	...	1	...	...	...	...	...	...	Attempting to join train in motion.
19 ,,	...	...	...	...	...	...	...	1	...	...	Fell from platform.
22 ,,	...	...	...	1	...	...	...	...	...	...	Left train in motion.
23 ,,	...	...	...	...	...	...	...	1	...	...	Attempting to join train in motion.
24 ,,	...	...	...	...	...	...	...	1	...	...	Injured by brake wheel.
24 ,,	...	...	...	1	...	...	...	...	...	...	Left train in motion.
28 ,,	...	...	...	...	...	...	...	1	...	...	Caught between buffers.
29 ,,	...	...	...	1	...	...	...	...	...	...	Attempting to join train in motion.
30 ,,	...	...	...	...	...	...	...	1	...	...	Slightly bruised during shunting operations.
1 June	...	...	...	...	...	...	...	1	...	...	Slightly injured by door.
1 ,,	...	...	1	...	...	...	...	...	...	...	Left train in motion.
5 ,,	...	...	...	...	...	...	...	1	...	...	Slightly injured pinning down brakes.
5 ,,	...	...	...	...	...	...	...	...	1	...	Run over.
8 ,,	...	...	...	1	...	...	...	...	...	...	Left train in motion.
8 ,,	...	...	...	1	...	...	...	...	...	...	Left train in motion.
13 ,,	...	...	...	...	...	...	...	...	1	...	Run over.
14 ,,	...	...	...	...	...	...	...	1	...	...	Slightly injured by buffers.
20 ,,	...	...	...	...	...	...	1	...	...	...	Run over.
20 ,,	...	...	...	...	...	...	...	1	...	...	Fell between truck and platform.
21 ,,	...	...	...	...	...	...	...	1	...	...	Slightly injured during shunting operations.
21 ,,	...	...	...	...	...	...	...	1	...	...	Caught between draw-hooks.
21 ,,	...	...	...	...	...	...	...	1	...	...	Struck by mail-van door.
24 ,,	...	...	...	...	...	...	...	1	...	...	Slightly crushed taking sprag out of wheel.
29 ,,	...	...	...	...	...	...	...	...	...	1	Fell from top of subway.
30 ,,	...	...	...	...	...	...	...	1	...	...	Fell through roof of engine shed.

APPENDIX XXII.

Return of Revenue and Expenditure of each Station for the year ending 30 June, 1895.

Stations.	No. of hands employed, including Station-masters.	Total Salaries and Wages Expenditure. 1895.	No. of Tickets issued. 1895.	Revenue from Tickets and Coaching Traffic. 1895.	Goods. Out. Tons.	Goods. In. Tons.	Coal. Out. Tons.	Coal. In. Tons.	Other Minerals. Out. Tons.	Other Minerals. In. Tons.	Wool. Out. Bales.	Wool. In. Bales.	Hay, Straw, and Chaff. Out. Trucks.	Hay, Straw, and Chaff. In. Trucks.	Revenue from Goods and Live Stock. 1895.	Total Earnings, exclusive of Special Earnings. 1895.	Total Earnings, exclusive of Special Earnings. 1894.	Increase. 1895.	Decrease. 1895.	Stations.
		£ s. d.		£ s. d.											£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	
Sydney—Bent-st.	7	891 12 7	4,320	205 9 0	.....	.....	.....	.....	.....	.....	.....	.....	..	..	.....	205 9 0	251 11 10	.....	46 2 10	Sydney-Bent-st.
,, Park-st.			6,224	253 9 4½	.....	.....	.....	.....	.....	.....	.....	.....	..	..	.....	253 9 4½	324 8 9	.....	70 19 4½	,, Park-st.
,, Elizabeth-st.			14,988	596 7 0½	.....	.....	.....	.....	.....	.....	.....	.....	..	..	.....	596 7 0½	650 6 3	.....	53 19 2½	,, Elizabeth st.
,, Central Office			31,429	80,139 4 9	.....	.....	.....	.....	.....	.....	.....	.....	..	..	.....	80,136 4 9	75,793 10 8½	4,342 14 0½	.....	,, Central Office
,, Redfern	307	33,718 8 10	1,676,095	240,087 7 0½	26,690	77,846	.....	436	190	.....	.....	.....	1,516	10768	43,330 7 1	283,407 14 1½	303,959 9 1	.....	15,591 14 11½	,, Redfern.
,, Darling Harbour	314	20,588 9 3	.....	.....	190,181	415,531	19,500	159,067	9,203	18,402	5,800	535,229	69	99	500,279 19 4	500,279 19 4	478,880 8 5	21,200 10 11	.....	,, Darling Har.
Evelleigh	20	3,201 5 0	324,450	5,039 3 3	231	158	.....	15	.....	.....	.....	.....	..	..	93 7 3	5,132 10 6	5,207 14 11	.....	75 4 5	Evelleigh.
Alexandria	2	316 1 6	.....	.....	1,674	15,580	27	8,027	7,030	2,172	.....	378	..	4	4,094 17 6	4,094 17 6	5,049 1 10	.....	954 4 4	Alexandria.
Macdonaldtown	9	1,046 1 2	94,533	1,565 0 2	.....	.....	.....	.....	.....	.....	.....	.....	..	..	.....	1,565 0 2	1,604 18 2	.....	39 18 0	M'donaldtown.
Newtown	13	1,721 2 4	304,774	6,919 2 5	7,982	35,837	29	9,791	104	1,397	.....	.....	9	60	7,625 3 9	14,545 6 5	15,155 9 2	.....	610 2 9	Newtown.
Stanmore	5	696 13 1	152,666	4,440 19 10	.....	.....	.....	.....	.....	.....	.....	.....	..	..	.....	4,440 19 10	4,293 13 7½	147 1 2½	.....	Stanmore.
Petersham	19	2,292 17 11	378,258	11,437 17 4	2,384	15,164	15	9,850	116	4,639	.....	.....	5	40	6,273 18 0	17,711 15 4	18,040 5 0	.....	337 9 8	Petersham.
Lewisham	9	1,028 11 8	201,078	7,080 1 7	.....	.....	.....	.....	.....	.....	.....	.....	..	..	.....	7,080 1 7	7,050 3 9½	29 17 9½	.....	Lewisham.
Summer Hill	14	1,451 8 7	361,729	12,531 3 8½	.....	6	.....	.....	.....	.....	.....	.....	..	..	4 6 10	12,535 10 6½	12,320 5 8½	.....	209 14 9	Summer Hill.
Ashfield	17	2,052 13 6	315,250	12,836 5 3	296	9,095	13	5,228	1	3,340	.....	.....	2	104	2,698 11 4	15,534 16 7	16,817 6 6	.....	1,282 9 11	Ashfield.
Croydon	9	1,101 0 0	146,909	6,986 11 7½	.....	.....	.....	.....	.....	.....	.....	.....	..	..	.....	6,986 11 7½	7,338 10 4	.....	351 18 8½	Croydon.
Burwood	14	1,836 13 0	236,109	11,196 0 2	6,569	8,050	624	6,337	.....	8,971	.....	.....	..	173	3,718 11 6	14,903 11 8	14,400 12 4	507 19 4	.....	Burwood.
Strathfield	28	3,319 8 2	229,300	15,204 16 4½	140	25	.....	.....	.....	.....	.....	.....	..	..	27 16 1	15,232 12 6½	14,968 3 8	264 8 9½	.....	Strathfield.
Homebush	18	2,760 10 9	73,206	3,656 8 4	177	2,479	.....	836	28	5,251	.....	.....	..	20	807 2 1	4,463 10 5	4,320 9 4	144 1 1	.....	Homebush.
Flemington	13	1,635 15 7	17,105	587 19 3	708	231	.....	6	.....	1,242	.....	.....	..	..	242,039 8 9	242,639 8 9	225,729 13 2	16,908 15 7	.....	Flemington.
Rookwood	9	1,220 19 4	84,802	2,805 17 0	181	3,147	.....	600	25	1,090	.....	.....	1	93	716 12 8	4,523 9 8	4,409 13 2	113 16 6	.....	Rookwood.
Auburn	8	1,029 10 1	94,182	4,339 10 2	26,904	6,802	.....	10,068	2	831	.....	.....	..	50	6,109 5 5	10,509 4 7	10,351 3 5	158 1 2	.....	Auburn.
Clyde	2	327 10 8	33,790	1,109 13 0	.....	.....	.....	.....	.....	.....	.....	.....	..	..	.....	1,109 13 0	1,183 4 2	.....	73 11 2	Clyde.
Granville	32	2,727 5 8	132,705	6,435 13 7	16,749	31,760	7	7,039	123	2,035	.....	107	5	123	17,025 16 4	23,403 9 11	23,882 5 1½	.....	518 15 2½	Granville.
Merrylands	3	405 16 0	14,456	996 4 9	3,695	896	.....	3,834	49	4,029	.....	.....	..	8	2,833 14 6	3,829 19 3	2,282 3 2	1,547 16 1	.....	Merrylands.
Guildford	1	180 0 0	14,089	1,120 5 1	168	423	.....	22	.....	60	.....	.....	..	..	96 8 5	1,216 13 6	1,146 14 2	69 19 4	.....	Guildford.
Fairfield	5	431 3 10	21,457	1,889 6 0	7,725	3,177	.....	251	.....	12	.....	.....	..	21	752 13 3	2,642 0 0	2,497 19 4	144 0 8	.....	Fairfield.
Canley Vale	1	150 0 0	5,730	593 13 6	408	504	.....	15	.....	.....	.....	.....	..	1	141 13 7	735 7 1	632 0 8	103 0 5	.....	Canley Vale.
Cabramatta	1	140 0 0	5,165	596 5 6	15,219	769	.....	.....	.....	.....	.....	.....	1	8	168 5 8	764 11 2	669 4 8	95 6 6	.....	Cabramatta.
Liverpool	11	1,196 17 0	82,009	3,480 16 10	20,815	10,720	.....	7,512	460	148	8,293	3,002	18	103	7,833 11 0	11,314 7 10	11,097 7 1	217 0 9	.....	Liverpool.
Glenfield	..	88 14 0	1,175	161 5 0	362	75	.....	.....	.....	.....	.....	.....	..	..	80 1 7	241 6 7	98 18 3	142 8 4	.....	Glenfield.
Ingleburn	4	354 8 0	3,009	763 9 0	3,474	785	.....	.....	.....	6	.....	.....	1	4	671 3 9	1,434 12 9	1,082 16 11	351 15 10	.....	Ingleburn.
Minto	2	237 10 0	3,428	703 8 6	2,339	730	.....	.....	.....	.....	15	7	3	8	659 3 1	1,362 11 7	1,466 3 5	.....	103 11 10	Minto.
Campbelltown	12	1,334 10 4	16,804	3,100 12 6	14,446	3,081	7	121	.....	.....	6	.....	63	18	1,290 13 10	4,391 0 4	4,955 12 11	.....	564 6 7	Campbelltown.
Menangle	2	309 17 0	1,428	437 19 10	1,496	897	.....	8	.....	1	2	.....	41	..	336 1 4	823 16 2	732 4 6	91 10 8	.....	Menangle.
Douglas Park	1	140 0 0	1,133	337 18 9	5,808	372	.....	.....	.....	.....	13	.....	30	7	116 5 6	454 4 3	410 2 8	44 1 7	.....	Douglas Park.
Picton	16	1,723 11 8	4,871	1,559 18 4	4,773	2,874	.....	61	111	230	.....	.....	2	4	1,464 7 4	3,024 5 8	3,161 7 0	.....	137 1 10	Picton.
Thirlmere	3	235 10 1	1,667	380 9 1	2,770	1,190	.....	4	.....	.....	.....	.....	3	13	520 11 0	901 0 7	878 15 4	22 5 3	.....	Thirlmere.
Picton Lakes	3	201 8 0	620	74 14 2	418	30	.....	.....	.....	.....	.....	.....	..	..	6 7 3	81 1 5	105 10 2	.....	24 8 9	Picton Lakes.
Balmoral	2	275 0 0	485	114 14 5	16	240	.....	.....	.....	.....	.....	.....	..	..	77 18 2	192 7 7	170 2 6	22 4 1	.....	Balmoral.
Hill Top	2	306 0 0	420	64 7 7	136	45	.....	.....	.....	.....	.....	.....	..	..	39 12 6	104 0 1	115 17 4	.....	11 17 3	Hill Top.
Colo Vale	2	280 0 0	512	107 10 0	269	86	.....	.....	.....	.....	.....	.....	..	..	63 10 4	163 0 4	218 9 7	.....	49 19 3	Colo Vale.
Mittagong	11	850 10 3	6,429	1,441 18 7	1,572	1,673	5,483	58	611	37	196	.....	3	24	2,906 19 11	4,347 18 6	5,872 9 2	.....	1,524 10 8	Mittagong.
Bowral	7	757 0 7	10,581	3,123 7 4	1,193	3,792	786	1,140	4,142	.....	5	.....	3	92	3,480 2 0	6,602 9 4	7,204 4 9½	.....	601 14 11½	Bowral.
Moss Vale	11	987 13 1	9,985	4,546 3 6½	2,124	5,430	470	901	.....	456	284	.....	10	62	4,761 14 7	9,407 18 1½	9,722 4 7½	.....	314 6 6	Moss Vale.
Exeter	1	180 7 10	992	176 16 0	204	354	.....	6	.....	27	21	.....	..	..	238 4 0	415 0 0	449 1 9	.....	34 1 9	Exeter.
Bundanoon	3	288 0 0	1,055	358 14 4	262	482	.....	.....	317	25	.....	.....	..	..	311 0 8	669 15 0	655 10 9	14 4 3	.....	Bundanoon.
Wingello	4	290 8 4	1,529	343 2 1	978	797	.....	6	10	12	13	.....	..	3	302 10 1	645 18 2	285 6 2	360 12 0	.....	Wingello.
Barber's Creek	..	20 13 6	2,195	646 6 7	2,287	729	.....	.....	102	.....	931	.....	69	1	610 14 8	1,256 0 10	1,387 15 2	.....	131 14 4	Barber's Creek
Marulan	6	461 1 8																		Marulan.
Towrang	2	259 3 4	1,763	254 10 9	2,107	382	.....	.....	.....	.....	818	247	..	..	133 15 3	432 6 0	428 12 4	11 13 8	.....	Towrang.
Goulburn	37	4,002 14 10	19,889	12,139 2 4½	20,031	20,219	.....	6,123	.....	200	6,396	8	165	99	33,798 18 3	45,958 0 7½	50,096 13 5½	.....	4,068 17 10	Goulburn.

APPENDIX XXII—*continued.*

Stations.	No. of hands employed including Station-masters.	Total Salaries and Wages Expenditure. 1895.	No. of Tickets issued. 1895.	Revenue from Tickets and Coaching Traffic. 1895.	GOODS. Out. Tons.	GOODS. In. Tons.	COAL. Out. Tons.	COAL. In. Tons.	Other Minerals. Out. Tons.	Other Minerals. In. Tons.	WOOL. Out. Bales.	WOOL. In. Bales.	HAY, STRAW, AND CHAFF. Out. Trucks.	HAY, STRAW, AND CHAFF. In. Trucks.	Revenue from Goods and Live Stock. 1895.	Total Earnings, exclusive of Special Earnings. 1895.	Total Earnings, exclusive of Special Earnings. 1894.	Increase. 1895.	Decrease. 1895.	Stations.
		£ s. d.		£ s. d.											£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	
Breadalbane	7	579 1 7	1,347	469 12 5	1,622	627	......	......	....	....	515	....	20	1	412 8 7	632 1 0	665 7 1	210 13 11	....	Breadalbane.
Razorback	3	233 0 0	257	56 16 1	28	34	......	......	....	....	15	....	..	..	2 3 2	63 19 3	45 10 2	13 0 1	....	Razorback.
Gunning	5	572 1 11	2,366	1,093 10 9	1,609	931	......	......	5	....	3,106	8	2	3	1,757 11 0	2,851 1 0	3,257 11 0	....	406 10 0	Gunning.
Jerrawa	6	289 3 8	606	92 13 6	131	30	......	......	....	....	206	....	..	..	19 6 6	112 0 0	170 1 2	....	58 1 2	Jerrawa.
Yass Junction	6	487 0 2	2,039	1,497 10 10	1,051	1,189	......	13	7	....	3,280	1,232	1	..	987 6 3	2,434 10 6	3,359 6 8	....	924 6 2	Yass Junction.
Yass Township	2	227 10 0	7,163	1,758 13 9	1,361	1,487	......	228	....	....	1,818	33	14	3	4,234 11 1	6,999 4 10	5,819 5 1	103 19 0	....	Yass Township.
Bowning	4	443 10 8	1,071	409 0 8	1,468	401	......	......	84	....	3,100	....	10	1	569 17 10	968 18 6	1,161 10 11	....	192 12 5	Bowning.
Binalong	6	572 18 11	1,740	1,002 7 11	1,209	1,310	......	......	....	....	4,105	....	23	2	2,031 15 6	3,727 3 5	4,450 4 4	....	723 0 11	Binalong.
Galong	2	270 0 0	815	242 19 11	3,080	410	......	......	....	....	2,142	....	111	..	337 13 5	580 13 4	537 17 0	42 16 4	....	Galong.
Cunningar	1	26 0 0	} 3,255	3,311 0 10½	991	857	......	9	22	....	1,704	....	26	..	1,755 16 2	5,067 3 0½	4,991 16 5	75 6 7½	....	{ Cunningar.
Harden	12	1,135 0 1																		{ Harden.
Murrumburrah	4	340 0 10	4,976	1,277 12 3	8,609	8,510	......	28	....	....	590	7	31	6	7,711 11 6	8,989 3 9	8,434 8 7	504 15 1	....	Murrumburrah.
Demondrille	3	299 5 8	348	80 17 1	1,350	170	......	......	2	....	473	....	92	5	42 18 0	120 16 10	156 10 6	....	25 14 8	Demondrille.
Nubba	3	57 9 0	......	....	......	......	......	......	....	....	....	....	..	..	....	....	171 0 10	....	171 0 10	Nubba.
Wallendbeen	6	504 18 8	1,733	625 7 7	2,967	1,803	......	26	1	....	2,500	....	79	1	852 1 6	1,474 9 0	1,528 11 8	....	50 2 8	Wallendbeen.
Cootamundra	21	1,261 4 9	18,758	6,909 2 1½	13,768	9,043	......	351	82	44	5,077	3	232	15	11,780 2 7	18,649 4 8½	23,097 0 7½	....	9,448 4 11	Cootamundra.
Bethungra	8	426 4 0	1,500	440 5 8	1,987	1,240	......	......	10	....	1,304	....	3	4	1,217 16 9	1,078 2 5	726 0 6	352 1 11	....	Bethungra.
Illabo	2	249 6 8	640	180 1 11	2,239	178	......	......	....	....	1,509	....	46	..	142 13 7	322 15 6	381 4 11	....	58 9 5	Illabo.
Junee	25	2,105 5 7	7,430	5,797 12 8½	3,499	3,010	9	192	6	395	4,429	....	174	6	4,900 9 0	10,698 1 8½	10,320 18 5½	377 3 3½	....	Junee.
Harefield	3	214 1 0	397	84 3 4	1,090	113	......	......	....	....	668	....	130	1	92 3 8	176 7 0	279 16 1	....	103 9 1	Harefield.
Bomen	3	171 4 0	232	111 4 8	1,233	66	......	......	....	....	....	....	102	..	158 12 3	200 16 11	280 3 1	9 13 10	....	Bomen.
Wagga Wagga	14	1,236 15 1	8,051	7,560 17 2½	16,309	17,072	4	913	490	10	10,551	502	151	16	24,840 16 7	32,408 13 9½	30,243 9 0½	2,166 4 9½	....	Wagga Wagga.
Uranquinty	2	102 3 11	1,121	202 0 10	2,039	213	......	......	....	....	1,244	....	79	..	104 4 7	306 5 5	357 16 5½	....	51 11 0½	Uranquinty.
The Rock	6	419 9 0	2,015	590 13 0	1,970	598	......	......	6	8	3,415	....	21	2	685 8 0	1,296 2 3	1,355 15 3	....	39 13 0	The Rock.
Yerong Creek	2	171 7 0	1,476	594 7 8	2,182	475	......	......	....	....	4,021	....	22	1	823 18 10	1,418 6 6	1,291 3 0	127 3 6	....	Yerong Creek.
Henty	1	180 0 0	1,279	589 13 7	2,282	593	......	6	....	....	869	....	..	..	693 10 6	1,233 10 1	1,309 1 6	....	75 11 5	Henty.
Culcairn	6	420 19 2	2,953	1,409 8 0	5,588	1,244	......	......	6	0	6,287	....	45	19	1,204 3 7	2,613 11 7	2,454 11 4	159 0 3	....	Culcairn.
Gerogery	10	482 6 9	996	277 17 11	1,079	202	......	......	....	....	105	....	23	..	176 8 9	454 6 3	743 7 0	....	294 0 4	Gerogery.
Table Top	3	147 2 8	582	227 0 4	711	106	......	......	....	....	1,079	....	47	..	346 0 9	573 10 1	396 11 6	177 4 3	....	Table Top.
Albury	27	2,330 6 8	16,716	9,376 17 6½	8,853	13,276	......	630	....	298	185	15,909	1	27	13,914 3 2	23,291 0 8½	25,758 5 1½	....	2,407 4 5½	Albury.
Camden	2	267 8 0	7,517	1,729 1 5	6,049	2,864	......	637	6	6	29	256	125	11	1,469 19 4	3,199 0 9	3,628 17 3	....	430 16 6	Camden.
Tarago	6	402 5 5	2,337	1,888 6 0	1,737	1,818	......	......	115	3	709	....	53	..	1,216 17 10	3,105 3 10	3,167 2 0	....	61 18 2	Tarago.
Bungendore	7	335 2 0	1,741	1,539 13 2	867	974	......	2,030	685	....	2,149	....	14	..	3,193 1 10	4,730 15 1	4,650 13 4	70 1 9	....	Bungendore.
Queanbeyan	11	485 5 10	1,785	1,710 2 0	1,680	1,640	......	421	....	....	4,693	759	40	..	2,077 15 5	4,387 17 5	4,959 6 10	....	571 9 5	Queanbeyan.
Michelago	7	221 10 4	752	569 8 7	1,012	948	......	......	13	....	2,633	18	38	..	327 17 0	897 5 7	996 7 1	....	98 1 6	Michelago.
Cooma	8	561 8 4	3,928	3,871 11 4	2,121	3,361	......	24	....	....	8,873	24	8	7	6,908 13 2	10,780 4 0	12,130 1 3	....	1,349 16 9	Cooma.
Young	20	770 9 10	8,438	4,699 6 5	12,758	5,711	......	779	97	16	17,197	177	34	2	11,795 1 7	16,421 7 0	17,880 11 10½	....	1,459 4 10½	Young.
Koorawatha	6	212 10 0	502	236 14 4	2,311	608	......	......	12	81	723	....	2	..	277 13 4	574 7 8	591 0 5	....	16 12 9	Koorawatha.
Coolac	6	312 8 0	1,475	502 13 11	1,590	667	......	......	3,164	....	1,346	....	4	..	630 11 7	1,133 5 8	1,313 19 4	....	180 13 10	Coolac.
Gundagai	4	423 10 10	3,230	3,413 6 8½	8,816	9,065	......	14	8,165	4	6,188	....	2	8	10,407 0 0	13,820 6 8½	14,309 15 1	....	489 8 4½	Gundagai.
Stockinbingal	--	....	......	....	......	......	......	......	....	....	....	....	..	..	....	....	499 8 1	....	499 8 1	Stockinbingal.
Temora	6	523 12 7	5,912	5,006 6 3	9,942	6,269	......	......	406	75	11,477	....	26	60	14,954 16 7	19,960 1 10	14,344 10 7	5,615 11 3	....	Temora.
Old Junee	4	224 10 8	646	173 5 9	9,222	618	......	9	....	....	1,034	....	340	2	498 12 1	676 17 10	843 16 0	....	166 18 2	Old Junee.
Coolamon	6	313 5 6	1,504	891 11 10	10,723	1,063	......	43	....	....	3,562	....	149	3	2,827 12 3	3,719 4 1	4,308 3 6	....	588 18 7	Coolamon.
Grong Grong	1	155 0 0	2,070	723 2 8	3,616	588	......	......	....	....	2,189	....	36	..	621 4 10	1,344 7 6	1,444 14 11	....	100 7 5	Grong Grong.
Narrandera	10	700 4 11	5,445	4,958 15 7½	13,730	6,210	......	146	1,121	....	18,481	3,837	104	34	12,083 6 6	17,042 1 1½	17,862 13 2	....	820 12 0½	Narrandera.
Yanko	1	160 0 0	427	332 4 11	981	264	......	......	....	....	1,577	....	36	..	221 7 2	553 12 1	763 17 8	....	210 5 7	Yanko.
Whitton	4	290 2 0	1,451	1,511 17 10	2,297	1,246	......	......	71	171	6,207	....	8	6	2,793 2 3	4,305 0 1	4,708 3 4	....	398 3 3	Whitton.
Darlington	1	165 0 0	882	914 17 5	1,305	522	......	......	....	....	2,766	....	..	6	824 8 10	1,799 6 3	1,571 17 11	227 8 4	....	Darlington.
Bringagee	2	165 0 0	637	734 2 9	751	254	......	6	....	....	8,610	....	..	1	2,390 3 0	3,124 5 9	2,916 18 11	207 6 10	....	Bringagee.
Carrathool	3	267 0 0	1,827	1,862 14 11	3,344	1,698	......	25	....	....	10,026	....	24	..	4,797 17 1	6,660 12 0	7,093 7 6	....	432 15 6	Carrathool.
Hay	5	407 17 1	3,009	5,016 14 9½	5,192	5,563	......	543	....	392	10,850	263	87	10	13,523 4 4	18,539 19 1½	18,037 16 5½	502 2 8	....	Hay.
Morundah	3	140 0 0	1,081	1,231 17 9½	4,401	832	......	6	....	827	3,114	....	93	..	1,052 9 1	2,284 6 4½	1,683 4 1	601 2 3½	....	Morundah.
Jerilderie	3	288 10 2	1,100	1,521 2 9½	15,573	2,330	......	60	....	350	9,653	....	48	1	8,375 7 5	9,896 10 2½	7,878 1 8	2,018 8 0½	....	Jerilderie.

APPENDIX XXII—*continued.*

Stations.	No. of hands employed, including Station-masters.	Total Salaries and Wages Expenditure. 1895.	No. of Tickets issued. 1895.	Revenue from Tickets and Coaching Traffic. 1895.	GOODS. Out. Tons.	GOODS. In. Tons.	COAL. Out. Tons.	COAL. In. Tons.	Other Minerals. Out. Tons.	Other Minerals. In. Tons.	WOOL. Out. Bales.	WOOL. In. Bales.	HAY, STRAW, AND CHAFF. Out. Trucks.	HAY, STRAW, AND CHAFF. In. Trucks.	Revenue from Goods and Live Stock. 1895.	Total Earnings, exclusive of Special Earnings. 1895.	Total Earnings, exclusive of Special Earnings. 1894.	Increase. 1895.	Decrease. 1895.	Stations.
		£ s. d.		£ s. d.											£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	
Burrumbuttock	1	3 10 0	488	174 16 10	4,531	473	.....	.....	....	....	2,989	....	24	..	133 19 1	308 15 11	312 0 7	.....	3 13 8	Burrumbuttock
Brocklesby	1	97 14 8																		Brocklesby.
Corowa	3	265 17 2	1,210	833 14 6	7,171	926	.....	.....	....	....	....	2,011	..	15	2,120 7 0	3,004 1 6	3,470 5 5	.....	466 3 11	Corowa.
Erskineville	5	621 0 4	193,311	2,501 18 7½	.....	.....	.....	.....	....	...	....	....	..	..	0 13 3	2,562 11 10½	2,552 1 9	10 10 1½	.....	Erskineville.
St. Peter's	7	807 13 11	148,079	2,811 13 7	5	4	.....	.....	....	....	....	....	..	..	5 1 5	2,816 15 0	2,902 8 7	.....	85 13 7	St. Peter's.
Sydenham	14	1,001 17 6	136,032	3,805 5 2½	4,262	5,300	159	28,585	134	3,803	....	....	..	5	5,772 18 11	9,638 4 1½	8,282 16 1½	1,355 8 0	.....	Sydenham.
Tempe	7	683 0 0	55,815	2,050 10 3	25	478	.....	713	21	718	....	....	..	11	144 0 4	2,201 8 7	2,892 13 5	.....	607 4 10	Tempe.
Arncliffe	7	892 19 1	106,562	4,605 2 2½	480	1,273	0	672	183	9,019	....	....	..	27	1,487 11 1	6,088 13 3½	4,529 0 7½	1,059 3 8	.....	Arncliffe.
Rockdale	8	778 9 11	165,389	7,993 18 7	65	3,736	11	1,131	....	132	....	....	..	33	788 11 7	8,152 10 2	8,094 5 10	58 4 4	.....	Rockdale.
Kogarah	8	624 0 0	113,580	6,582 8 1	67	3,748	20	808	....	49	....	....	..	56	478 10 3	7,061 18 4	7,098 4 10	.....	36 6 6	Kogarah.
Carlton	4	524 0 0	44,875	2,276 13 8	.....	2	.....	.....	....	....	....	....	..	..	0 4 4	2,275 18 0	2,162 17 10	113 0 2	.....	Carlton.
Hurstville	12	1,381 2 0	80,082	4,573 19 11	11,074	3,491	14	2,426	....	410	....	....	..	63	1,452 11 1	6,026 11 0	5,826 18 0	199 13 0	.....	Hurstville.
Penshurst	3	218 4 11	16,867	1,220 11 10	1	14	.....	.....	....	....	....	....	..	..	4 17 4	1,226 9 2	957 1 0	269 7 3	.....	Penshurst.
Oatley	1	130 0 0	6,503	434 2 11	65	57	.....	.....	....	....	....	....	..	..	10 5 8	444 0 7	383 11 10	60 14 9	.....	Oatley.
Como	3	266 8 4	6,453	331 7 0	16	58	.....	1	....	....	....	....	..	..	23 14 9	355 1 9	333 11 4	21 10 5	.....	Como.
Sutherland	4	427 6 0	18,367	1,186 2 11	2,956	1,491	.....	71	....	....	....	....	..	12	293 4 1	1,481 7 0	1,462 6 7	19 0 5	.....	Sutherland.
Heathcote	2	140 0 0	2,003	156 0 0	1,202	64	35	5	833	....	....	....	..	..	24 7 8	180 8 5	214 12 2	.....	34 3 9	Heathcote.
Waterfall	4	456 5 2	1,061	118 9 11	6	12	.....	.....	108	....	....	....	..	..	7 2 4	125 12 3	95 4 6	30 7 9	.....	Waterfall.
Helensburgh	4	512 15 0	8,418	1,228 11 1	2,526	5,918	118,634	.....	....	6	....	....	..	15	409 0 8	1,697 11 9	1,618 1 4	79 10 5	.....	Helensburgh.
Otford	2	293 0 0	2,426	272 7 10	352	171	.....	.....	....	....	....	....	..	1	65 1 7	337 9 5	385 5 4	.....	47 15 11	Otford.
Clifton	2	169 4 0	3,040	340 15 9	5	150	.....	.....	....	....	....	....	..	..	81 13 3	422 9 0	500 18 5	.....	78 10 5	Clifton.
South Clifton	7	435 12 0	3,398	382 14 11	230	1,177	62,723	.....	....	....	....	....	1	5	227 2 8	540 17 7	772 14 7	.....	232 17 0	South Clifton.
Thirroul	1	85 1 0	2,225	230 10 11	207	180	.....	22	....	....	....	....	21	..	76 6 0	312 17 5	351 7 9	.....	38 10 4	Thirroul.
Bulli	4	536 10 4	9,680	1,347 13 1	1,550	2,471	7,498	1,203	341	15	....	....	..	12	934 14 9	2,282 7 10	2,821 15 0	.....	539 7 2	Bulli.
Bellambi	2	232 2 8	3,210	386 19 6	316	1,438	14,532	37	24	....	....	....	..	..	216 0 0	603 5 6	727 14 7	.....	124 9 1	Bellambi.
Corrimal	1	166 0 0	2,300	350 8 11	341	491	10,926	74	....	14	....	....	..	7	1,476 17 8	1,829 6 7	1,928 15 8	.....	99 0 1	Corrimal.
Wollongong	13	1,855 10 6	17,524	3,990 9 10	1,164	4,383	4,490	2,212	3	506	....	....	1	61	2,484 0 7	6,474 10 5	8,375 13 10	.....	1,901 3 5	Wollongong.
Unanderra	3	187 8 2	3,370	545 0 0	1,283	1,157	797	4,472	330	....	....	....	..	1	296 14 9	841 14 9	1,157 3 6	.....	315 8 9	Unanderra.
Dapto	6	186 5 0	3,608	629 12 2	965	780	.....	175	....	3	....	....	..	..	313 16 8	843 8 10	1,051 16 4	.....	208 7 6	Dapto.
Albion Park	3	267 18 0	3,378	773 16 0	5,551	2,310	.....	100	....	....	....	....	..	..	722 4 7	1,453 1 1	1,584 0 0	.....	130 19 5	Albion Park.
Shellharbour	4	118 16 6	2,376	517 15 4	522	254	.....	429	187	....	....	....	..	6	332 12 4	900 7 8	944 7 5	.....	43 19 9	Shellharbour
North Kiama	5	391 2 11	8,839	2,347 0 10	3,204	2,400	14	1,305	450	....	....	....	1	5	897 10 5	3,205 0 3	328 8 0	.....	328 8 0	North Kiama.
Kiama																	4,440 17 10	.....	1,235 17 7	Kiama.
Gerringong	2	131 17 6	4,387	500 3 1	330	903	.....	165	....	44	....	....	..	..	748 17 9	1,304 0 10	1,227 10 7	76 1 3	.....	Gerringong.
Berry	5	163 4 7	7,447	1,803 11 7	1,501	972	12	532	....	92	....	....	..	6	938 4 5	2,540 16 0	2,344 7 9	196 8 3	.....	Berry.
Nowra	2	267 19 3	7,929	3,085 8 8	1,655	1,477	.....	506	60	118	....	....	1	59	1,013 4 3	4,098 13 4	3,808 3 5	290 9 11	.....	Nowra.
Marrickville	4	179 14 5	18,228	726 10 1	.....	1	.....	.....	....	....	....	....	..	..	0 8 2	726 18 3	.....	726 18 3	.....	Marrickville.
Canterbury	3	173 17 0	11,078	316 7 7	101	144	.....	131	....	....	....	....	..	5	65 10 2	382 3 9	.....	382 3 9	.....	Canterbury.
Belmore	3	139 17 4	5,058	236 10 5	1,905	28	.....	.....	....	....	....	....	..	..	5 2 4	242 1 9	.....	242 1 9	.....	Belmore.
Harris Park	2	301 10 1	35,904	2,068 6 4	.....	.....	.....	.....	....	....	....	....	..	..	.....	2,068 6 4	1,083 9 1	84 17 3	.....	Harris Park.
Parramatta	17	2,387 2 8	207,290	15,794 15 11	9,290	17,990	28	6,581	136	2,389	1	61	12	507	5,679 1 10	21,463 17 9	22,171 11 10	.....	707 14 1	Parramatta.
Wentworthville	2	299 18 7	5,521	354 9 2	821	508	.....	33	3,246	....	....	....	..	2	343 6 1	697 15 3	553 7 7	144 7 8	.....	Wentworthville
Seven Hills	4	615 9 8	9,185	757 6 4	4,325	1,465	.....	26	323	116	....	....	2	36	413 15 7	1,171 1 11	1,284 9 3	.....	113 7 4	Seven Hills.
Blacktown	6	943 3 11	10,019	988 0 8	9,045	1,068	.....	21	....	29	....	....	1	10	12,303 10 5	13,881 11 1	3,916 2 0	9,965 9 1	.....	Blacktown.
Rooty Hill	4	543 9 0	7,330	1,019 17 5	18,145	2,056	.....	38	....	130	....	....	37	10	617 11 8	1,637 9 1	1,874 11 4	.....	237 2 3	Rooty Hill.
Mount Druitt	1	130 0 0	2,220	341 10 1	434	476	.....	1	....	34	....	....	2	..	5,076 11 0	5,418 1 1	426 11 7	4,997 9 6	.....	Mount Druitt.
St. Mary's	4	507 9 1	7,172	1,171 7 8	20,983	4,650	.....	503	....	23	3	....	5	31	1,601 11 6	2,863 10 2	3,080 0 3	.....	217 1 1	St. Mary's.
Kingswood	3	204 0 0	1,207	223 15 4	10,403	165	.....	23	....	12	....	....	5	2	110 18 1	334 13 5	307 8 1	27 5 4	.....	Kingswood.
Penrith	24	3,049 7 10	15,610	3,602 4 4	3,089	4,623	4	1,651	....	344	104	....	65	100	2,405 4 1	6,007 8 5	6,253 15 10	.....	246 7 5	Penrith.
Emu Plains	4	520 17 4	2,152	467 7 11	1,073	1,000	.....	736	29,803	....	3,503	4,989	5	10	1,231 2 2	1,698 10 1	1,625 8 3	073 1 6	.....	Emu Plains.
Glenbrook	4	346 0 0	1,183	154 8 6	48	129	.....	9	....	....	....	....	..	..	67 6 4	211 14 10	240 1 11	.....	28 7 1	Glenbrook.
Springwood	7	419 8 8	3,429	865 8 10	215	997	.....	129	....	75	....	....	..	7	543 10 11	1,409 5 9	1,428 1 3	.....	18 15 6	Springwood.
Linden	3	237 0 0	645	120 18 3	22	210	.....	46	....	....	....	....	..	..	47 16 9	177 15 2	179 2 9	.....	1 7 7	Linden.
Lawson	4	447 8 0	5,108	610 2 4	44	446	.....	154	....	6	....	....	..	4	372 11 7	935 13 11	1,002 2 13	.....	190 9 0	Lawson

APPENDIX XXII—*continued.*

Stations.	No. of hands employed including Station-masters.	Total Salaries and Wages Expenditure. 1895.	No. of Tickets issued. 1895.	Revenue from Tickets and Coaching Traffic. 1895.	GOODS. Out. Tons.	GOODS. In. Tons.	COAL. Out. Tons.	COAL. In. Tons.	Other Minerals. Out. Tons.	Other Minerals. In. Tons.	WOOL. Out. Bales.	WOOL. In. Bales.	HAY, STRAW, AND CHAFF. Out. Trucks	HAY, STRAW, AND CHAFF. In. Trucks	Revenue from Goods and Live Stock. 1895.	Total Earnings, exclusive of Special Earnings. 1896.	Total Earnings, exclusive of Special Earnings. 1894.	Increase. 1896.	Decrease. 1895.	Stations.
		£ s. d.		£ s. d.											£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	
Wentworth Falls	4	430 2 4	3,064	522 8 10	45	1,125	...	124	...	6	...	...	1	11	448 14 8	970 18 6	995 2 0	...	24 8 6	Went'w'rth Falls
Katoomba	8	854 16 8	8,001	1,832 0 8	378	2,677	9,570	791	...	9	...	...	3	62	4,587 7 3	6,419 10 11	6,401 8 4	...	71 11 6	Katoomba.
Blackheath	5	460 11 0	4,575	649 11 7	241	1,899	...	388	...	11	...	...	1	34	1,052 8 11	1,031 13 6	2,108 18 9	...	237 0 3	Blackheath.
Mount Victoria	8	665 4 10	4,013	1,979 18 2	184	614	...	303	18	19	100	...	..	19	542 8 6	2,522 1 8	2,394 7 2	...	372 5 6	Mount Victoria
Hartley Vale	2	140 0 0	717	225 13 3	1,469	1,265	13,622	1,061	...	...	...	...	..	7	6,676 2 6	6,901 15 8	4,429 12 8	2,472 3 0	...	Hartley Vale.
Bell	3	424 17 0	474	190 14 0	126	169	...	22	5	...	...	...	..	..	149 17 9	340 11 9	233 19 1	56 12 8	...	Bell.
Clarence Siding	8	952 7 6	429	67 6 0	731	250	...	63	1,186	...	...	...	1	13	44 16 7	112 2 7	109 16 0	2 7 7	...	Clarence Siding
Zig Zag	5	504 19 0	129	16 8 0	...	...	...	...	...	...	...	...	..	..	...	16 3 0	19 3 5	...	2 19 5	Zig Zag.
Eskbank	21	2,015 0 11	8,868	1,440 8 2	4,576	6,350	61,078	1,423	594	2,761	...	...	5	94	7,518 12 6	8,965 0 8	9,203 1 7	...	823 0 11	Eskbank.
Lithgow	3	278 1 1	3,005	1,020 1 4	...	...	...	...	...	...	...	...	..	..	...	1,020 1 4	1,020 6 6	...	0 4 2	Lithgow.
Bowenfels	5	586 2 0	1,224	462 14 1	909	575	1,399	...	70	...	210	392	..	0	774 0 7	1,238 14 8	1,307 9 11	...	80 15 3	Bowenfels.
Wallerawang	10	1,285 6 9	5,876	1,020 6 0	11,050	1,105	4,657	75	96	...	1,350	2	8	2	1,416 4 3	3,342 10 0	3,310 13 8	31 17 1	...	Wallerawang.
Rydal	6	571 0 8	1,013	421 8 1	709	261	...	812	101	...	50	...	9	..	604 12 11	1,086 1 0	1,332 4 8	...	246 3 8	Rydal.
Tarana	4	479 19 10	1,544	669 19 11	1,263	640	...	13	45	...	509	...	42	2	705 15 5	1,365 15 4	1,546 17 11	...	181 2 7	Tarana.
Locksley	3	270 0 0	697	169 7 0	704	41	...	...	3	...	72	...	41	..	28 0 9	187 14 6	179 14 6	18 0 0	...	Locksley.
Brewongle	4	438 11 6	1,335	286 16 5	2,062	235	...	147	5	...	547	...	302	..	276 4 9	543 1 2	707 18 11	...	164 12 0	Brewongle.
Raglan	4	430 4 6	510	90 2 10	2,021	170	...	45	...	...	160	...	439	..	141 4 3	240 7 1	249 1 8	...	9 14 7	Raglan.
Kelso	4	490 17 8	613	442 8 2	5,195	1,414	...	200	20	...	1,400	...	761	1	2,083 18 4	8,126 0 6	8,336 14 11	...	210 8 5	Kelso.
Bathurst	25	3,469 6 3	19,216	10,172 7 6	16,073	22,148	202	11,729	279	102	3,036	875	307	4	27,253 13 3	38,028 0 9	37,859 8 9	168 12 0	...	Bathurst.
Perth	6	842 7 0	2,713	421 6 4	3,842	925	...	93	1,291	...	1,346	...	403	9	913 2 6	1,331 8 10	1,515 8 6	...	180 19 8	Perth.
George's Plains	5	416 0 4	1,565	270 18 10	1,671	93	...	8	...	...	93	...	298	1	64 13 6	365 12 4	491 3 11	...	135 11 7	George's Plains.
Wimbledon	3	909 4 0	966	172 6 4	761	99	...	...	...	...	306	...	119	..	67 0 5	259 5 9	270 5 1	...	30 19 4	Wimbledon.
Newbridge	6	500 0 0	4,054	1,107 15 4	3,222	1,521	12	28	6	27	1,222	...	211	..	1,911 14 2	3,179 8 6	2,985 2 2	194 7 4	...	Newbridge.
Blayney	14	1,109 13 0	6,651	3,812 5 9½	4,071	2,379	...	522	2	...	619	...	879	3	2,667 11 10	6,879 17 7½	6,036 19 8	...	657 2 0½	Blayney.
Millthorpe	10	617 4 10	4,254	1,131 2 9	10,755	2,900	...	854	50	120	294	...	740	7	2,303 8 0	3,414 10 9	3,629 17 0	...	216 6 3	Millthorpe.
Spring Hill	19	504 7 5	2,933	488 0 3	5,327	1,389	42	4,075	405	40	316	...	483	2	2,904 16 5	3,451 2 8	3,327 1 6	134 1 0	...	Spring Hill.
Orange	21	2,310 4 3	22,096	9,942 5 6	17,026	14,606	...	4,231	63	632	1,162	...	780	185	17,438 4 6	27,376 13 0	29,715 9 6	...	2,339 10 6	Orange.
Mullion Creek	5	524 12 0	677	183 7 1	1,610	184	...	...	30	0	823	...	17	..	69 14 8	253 1 9	296 17 8	...	82 15 11	Mullion Creek.
Kerr's Creek	3	230 0 0	675	58 3 7	437	65	...	...	33	...	60	...	..	..	37 12 2	135 15 9	159 16 0	...	24 2 9	Kerr's Creek.
Warne	3	258 10 5	1,022	320 0 9	1,185	258	...	...	10	8	1,019	...	9	1	222 18 0	548 4 9	678 17 1	...	35 12 4	Warne.
Store Creek		40 0 0	2,092	701 8 0	376	752	...	...	6	...	493	...	..	3	986 13 1	1,637 15 7	1,424 16 7	262 19 0	...	Store Creek.
Stuart Town	4	230 4 5																		Stuart Town.
Mumbil	3	238 4 0	1,066	267 14 6	1,012	267	...	...	...	...	1,419	...	..	..	839 0 11	697 4 7	482 11 9	114 12 10	...	Mumbil.
Dripstone	1	211 18 5	747	191 2 3	1,858	188	...	...	...	...	245	...	119	..	118 0 0	369 2 3	367 4 3	...	58 2 0	Dripstone.
Wellington	16	1,014 16 7	5,287	3,073 7 8	8,897	4,424	...	111	...	...	3,270	...	393	17	8,990 16 10	12,064 4 6	13,638 13 0	...	932 8 6	Wellington.
Mary Vale	6	227 12 0	910	163 19 10	8,534	229	...	...	...	...	374	...	402	..	200 16 0	466 16 10	505 10 7	...	39 13 9	Mary Vale.
Geurie	1	168 15 0	1,129	262 16 6	2,393	334	...	47	51	...	511	...	64	1	293 4 2	556 0 8	365 0 8	200 11 0	...	Geurie.
Murrumbidgerie	4	311 8 8	1,282	356 6 10	769	812	...	...	...	...	2,029	...	29	9	478 16 7	768 3 6	509 0 6	250 2 11	...	Murr'mbidgerie
Dubbo	26	2,299 0 0	12,011	9,409 16 6½	13,729	9,046	35	905	169	...	18,709	897	566	21	24,137 8 5	33,637 5 11½	35,906 9 11	...	2,309 3 11½	Dubbo.
Narromine	6	470 17 1	3,048	1,690 4 7	7,776	1,618	...	11	...	...	8,710	...	479	2	3,433 4 7	5,123 0 2	6,165 2 6	...	1,041 13 4	Narromine.
Trangie	3	314 2 0	2,181	1,762 0 10	4,907	1,038	...	6	...	...	14,181	...	10	16	8,209 1 7	5,046 2 5	5,010 0 7	35 1 10	...	Trangie.
Nevertire	5	672 1 0	3,977	5,448 0 11	10,276	4,689	...	29	...	...	45,580	44	3	25	10,822 12 10	22,270 19 9	15,906 14 2	6,363 19 7	...	Nevertire.
Nyngan	14	957 16 6	5,464	6,645 5 2	6,011	8,706	10	60	871	1,090	12,101	455	36	46	11,529 0 7	17,177 14 9	15,501 6 0½	1,676 0 8½	...	Nyngan.
Girilambone	3	197 5 11	714	565 14 1	1,718	600	...	...	32	57	7,892	...	82	..	1,487 15 11	2,033 10 0	2,124 12 2	...	91 2 2	Girilambone.
Coolabah	2	180 0 0	663	152 4 9	973	340	...	...	431	...	2,852	...	..	..	635 16 0	1,358 0 9	1,441 4 0	...	83 3 3	Coolabah.
Byrock	5	278 15 9	2,080	8,100 1 0	6,080	1,541	...	...	122	...	10,192	...	..	29	5,530 6 0	6,630 8 0	6,846 5 3	...	150 17 3	Byrock.
Bourke	18	1,597 19 0	6,901	11,555 18 1	21,542	20,222	...	390	...	474	79,740	605	1	459	66,309 8 4	67,958 6 5	59,801 10 5	8,156 7 0	...	Bourke.
Riverstone	3	418 10 0	7,719	1,100 15 8	33,503	2,187	...	1,354	83	92	170	...	1	12	37,574 12 8	38,675 8 0	32,733 14 10	5,941 13 2	...	Riverstone.
Mulgrave	1	102 10 8	1,741	332 16 0	14,482	408	...	...	...	206	...	...	193	5	198 0 11	470 17 8	405 9 4	...	27 11 8	Mulgrave.
Windsor	5	429 11 3	10,449	2,161 1 10	4,072	4,213	...	794	...	177	168	15	210	32	1,798 10 1	3,950 0 11	4,774 3 11	...	824 3 0	Windsor.
Clarendon	1	181 1 0	1,631	102 9 0	184	120	...	...	...	...	...	...	2	..	81 3 4	243 12 4	275 9 1	...	31 16 9	Clarendon.
Richmond	7	495 12 11	9,343	2,511 6 11	10,877	5,881	...	230	...	...	...	...	80	27	2,102 17 8	4,674 4 2	4,683 11 0	...	9 6 10	Richmond.
Piper's Flat	2	267 13 0	392	57 14 1	176	1,187	48	5,091	378	44	34	...	3	3	2,444 16 1	2,592 10 2	876 7 6	1,066 2 8	...	Piper's Flat.
Capertee	6	234 3 0	621	341 15 8	1,374	951	5,403	645	3,532	...	791	...	..	22	821 8 4	1,260 4 0	1,052 10 0	113 7 8	...	Capertee.

APPENDIX XXII—*continued.*

Stations.	No. of hands employed, including Station-master, &c.	Total Salaries and Wages Expenditure. 1895.	No. of Tickets issued. 1895.	Revenue from Tickets and Coaching Traffic. 1895.	GOODS. Out. Tons.	GOODS. In. Tons.	COAL. Out. Tons.	COAL. In. Tons.	Other Minerals. Out. Tons.	Other Minerals. In. Tons.	WOOL. Out. Bales.	WOOL. In. Bales.	HAY, STRAW, AND CHAFF. Out. Trucks.	HAY, STRAW, AND CHAFF. In. Trucks.	Revenue from Goods and Live Stock. 1895.	Total Earnings, exclusive of Special Earnings. 1895.	Total Earnings, exclusive of Special Earnings. 1894.	Increase. 1895.	Decrease. 1895.	Stations.
		£ s. d.		£ s. d.											£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	
Rylstone	14	403 18 10	1,400	1,223 8 0	946	1,158	399	171	....	....	1,503	6	20	..	1,590 10 4	2,813 18 10	3,036 19 0	....	223 0 2	Rylstone.
Mudgee	13	827 10 6	5,010	5,478 16 6	10,083	6,165	176	1,167	20	....	20,206	....	375	..	15,832 8 3	21,306 4 9	23,491 19 4	....	2,185 14 7	Mudgee.
Carcoar	4	224 3 10	1,338	650 6 4	1,320	1,564	......	122	4	....	801	....	8	6	1,174 1 5	1,830 5 0	2,015 12 4	....	185 4 4	Carcoar.
Mandurama	2	174 11 6	972	260 12 0	824	431	......	7	8	....	1,655	....	32	..	890 18 6	1,151 10 5	1,233 6 11	....	81 15 6	Mandurama.
Lyndhurst	3	199 11 0	1,054	224 17 5	1,612	291	......	......	....	....	901	....	96	..	392 13 8	617 11 1	717 19 4	....	100 8 3	Lyndhurst.
Woodstock	4	258 8 0	1,509	613 0 1	2,594	791	......	12	303	4	1,843	....	107	..	1,136 18 3	1,750 7 4	1,816 5 3	....	65 17 11	Woodstock.
Cowra	11	710 8 8	4,985	3,425 14 11	6,543	4,009	......	30	09	12	12,089	9	89	..	10,301 1 10	13,726 16 9	16,766 9 5	....	3,039 12 8	Cowra.
Borenore	2	295 13 0	1,202	321 8 2	3,976	489	......	7	....	....	2,200	....	181	..	678 9 7	999 17 9	1,084 3 11	....	84 6 2	Borenore.
Molong	5	398 19 0	3,208	1,830 9 7	5,341	2,567	......	896	181	....	5,091	....	51	15	4,328 13 6	6,165 3 1	22,821 0 4	....	16,655 17 3	Molong.
Manildra / Bumberry	6	139 2 0	701	313 0 1	3,357	413	......	......	....	....	1,020	....	50	1	372 19 10	986 5 11	685 14 8	300 11 3	....	Manildra. / Bumberry.
Parkes	7	613 9 0	6,267	4,241 9 6	5,060	4,301	......	18	93	....	12,551	....	144	10	12,845 8 1	17,086 17 6	9,045 12 11	8,041 4 7	....	Parkes.
Forbes	5	602 2 2	4,651	4,267 1 4	6,387	3,034	......	0	59	....	25,769	23	47	9	16,020 13 6	20,287 14 10	9,338 13 6	10,949 1 4	....	Forbes.
Cobar	8	296 13 0	3,915	5,016 3 2	2,044	7,200	......	4,474	3,877	....	10,361	....	..	191	25,944 8 1	30,959 11 3	13,619 7 5	17,340 3 10	....	Cobar.
Meadow Bank	3	229 12 7	18,601	307 1 8	......	......	......	......	....	....	....	....	..	..	....	307 1 8	796 11 4	100 10 4	....	Meadow Bank.
Ryde	4	525 10 9	13,590	1,038 11 5	678	1,580	......	1,195	1,071	46	....	....	..	50	613 12 2	1,652 2 7	1,733 19 0	....	80 15 5	Ryde.
Eastwood	8	264 11 8	14,207	877 9 2	1,023	1,442	......	61	....	....	....	....	..	2	373 13 11	1,256 3 1	1,165 9 11	100 13 2	....	Eastwood.
Carlingford	3	372 8 2	10,011	1,389 19 8	*2,300	2,526	......	10	14	106	....	....	..	..	644 10 10	2,034 10 6	1,693 18 0	340 12 6	....	Carlingford.
Beecroft	1	144 16 8	8,400	826 0 6	1,206	2,311	......	30	....	229	....	....	..	..	282 19 4	1,089 8 10	876 16 3	212 12 7	....	Beecroft.
Thornleigh	2	227 7 10	9,302	702 0 7	4,443	4,001	6	54	....	228	....	....	..	40	829 17 10	1,501 18 5	1,400 19 4	100 19 1	....	Thornleigh.
Hornsby / Cowan	13 / 2	960 10 7 / 242 10 0	30,297	1,615 13 3	1,739	5,702	......	24	....	194	....	....	1	7	523 10 11	2,189 4 2	2,024 18 0	164 6 2	....	Hornsby. / Cowan.
Wahroonga	1	44 16 0	8,144	430 10 5	52	804	......	......	....	13	....	....	..	--	11 12 0	442 2 5	....	442 2 5	....	Wahroonga.
Turramurra	2	91 0 0	15,002	1,064 6 10	1,140	2,734	1	80	....	343	....	....	..	1	25 17 1	1,090 3 11	922 2 5	168 1 6	....	Turramurra.
Pymble	2	104 3 8	23,030	1,207 16 2	539	3,680	......	104	....	213	....	....	2	14	552 6 2	1,760 2 4	1,094 13 3	665 9 1	....	Pymble.
Gordon	2	206 1 0	12,885	605 2 6	857	606	......	21	....	113	....	....	..	2	125 6 3	730 9 1	758 6 3	....	27 17 2	Gordon.
Lindfield	1	87 13 4	4,803	203 0 8	......	......	......	......	....	....	....	....	..	..	....	203 0 8	....	203 0 8	....	Lindfield.
Chatswood	2	177 0 0	42,761	1,723 6 2	127	1,408	......	1,099	....	26	....	....	2	50	813 1 2	2,536 7 4	2,174 14 11	361 12 5	....	Chatswood.
St. Leonards	4	261 0 6	22,872	747 5 7	3,110	4,864	46	2,630	....	303	....	....	1	68	2,168 0 6	2,915 6 1	3,452 6 1	....	538 10 0	St. Leonards.
Bay Road	1	140 0 0	3,412	278 13 3	1	20	......	......	....	....	....	....	..	..	1 17 2	280 16 5	298 19 0	....	18 3 7	Bay Road.
Milson's Point	5	621 12 7	92,973	4,879 17 7	430	1,433	27	57	3	5	....	....	--	10	277 4 0	6,151 1 7	4,688 2 1	1,462 19 6	....	Milson's Point.
Hawkesbury	4	485 12 0	4,241	803 0 6	737	903	......	303	....	....	....	....	..	1	244 3 0	1,047 4 3	954 4 1	93 0 2	....	Hawkesbury.
Woy Woy	2	308 1 1	1,604	224 10 0	134	90	......	......	....	....	....	....	..	..	34 2 1	258 12 10	224 0 0	34 12 10	....	Woy Woy.
Gosford	5	681 7 3	4,697	1,606 10 6	722	1,218	......	104	....	....	....	....	2	8	538 10 7	2,147 1 1	2,210 0 6	....	62 19 5	Gosford.
Ourimbah	7	455 0 10	2,034	326 9 8	1,922	575	......	......	....	300	....	....	1	4	204 2 11	530 12 7	539 10 8	....	8 18 1	Ourimbah.
Wyong / Wyee	5 / 2	332 13 0 / 206 0 0	3,218	691 2 10	6,532	1,012	......	8	....	347	....	....	1	8	952 18 1	1,644 0 11	1,763 0 1	....	118 19 2	Wyong. / Wyee.
Morisett	3	368 0 0	2,415	457 4 8	3,235	621	......	7	....	....	....	....	--	--	330 15 9	788 0 5	744 4 1	43 16 4	....	Morisett.
Awaba	2	280 12 0	1,431	101 13 4	5,050	140	......	9	....	....	....	....	--	--	187 2 10	288 16 2	200 13 2½	88 2 11½	....	Awaba.
Fassifern	1	300 0 0	2,365	391 17 10½	1,078	844	63	......	....	....	....	....	--	--	75 13 4	467 11 2½	471 15 11	....	4 4 8½	Fassifern.
Teralba	4	429 17 2	10,011	738 3 3¼	209	1,071	641	5	606	12	....	....	--	9	354 13 6	1,092 16 9¼	1,127 16 11	....	34 19 1¾	Teralba.
Cockle Creek	6	648 0 0	11,418	813 17 1½	490	1,619	2,145	5	....	4	....	....	..	..	374 11 2	1,188 8 3½	1,182 9 0½	5 19 3	....	Cockle Creek.
Adamstown	4	609 12 3	13,572	949 0 10½	1,049	1,570	75	232	....	114	....	....	..	26	138 17 9	1,087 18 7½	1,082 12 8	5 5 11½	....	Adamstown.
Newcastle	108	12,758 4 6	77,612	22,970 13 3½	35,007	45,903	63	2,142,874	824	206	92	93,160	203	400	143,050 13 0	166,021 6 3½	130,418 7 5½	35,602 18 10	....	Newcastle.
Honeysuckle Point	17	2,162 10 1	26,205	2,408 17 9½	4,934	9,390	4	527	147	6	....	....	35	145	4,689 10 4	7,098 8 1½	7,067 10 6¾	30 8 6¾	....	Honeysuckle P.
Bullock Island	38	4,004 16 8	......	....	660	4,613	4,920	3,764	....	651	....	....	..	10	371 0 8	371 0 8	140 11 6	230 16 2	....	Bullock Island.
Hamilton	24	2,913 5 0	31,382	2,715 5 8	435	2,594	5	461	....	14	....	....	1	8	532 15 3	3,248 0 11	3,987 11 2½	....	739 10 3½	Hamilton.
Hamilton Weighbridge	1	273 16 0	......	....	......	......	2,141,253	......	....	....	....	....	--	--	....	....	....	....	....	do W'bridge.
Waratah	16	1,327 7 1	27,558	2,206 19 8½	1,408	3,087	......	850	89	1,305	....	....	..	41	502 0 0	2,708 19 8½	3,054 4 8½	....	256 5 0	Waratah.
Hexham	9	818 14 0	17,429	1,763 19 7½	278	1,838	37	53	....	67	....	....	17	17	659 0 3	2,422 8 10½	2,299 6 4	123 2 6½	....	Hexham.
Tarro	2	296 13 0	4,850	390 12 4	239	447	......	......	....	9	....	....	33	2	70 12 7	461 4 11	440 19 10	20 5 1	....	Tarro.
Thornton	1	145 12 0	1,371	133 8 10	807	40	......	......	....	....	....	....	2	--	48 14 4	182 3 2	244 5 7	....	62 2 5	Thornton.
East Maitland	14	1,248 2 7	32,047	3,785 8 2½	2,000	1,006	108	20	6	33	....	20	90	11	770 15 1	4,556 3 3½	4,854 3 8	....	298 0 4½	East Maitland.
High-street	4	368 10 0	16,939	2,030 1 5	......	......	......	......	....	....	....	....	--	--	....	2,030 1 5	2,183 16 1	....	153 14 8	High-street.
West Maitland	20	3,074 1 5	29,800	7,310 13 10½	12,401	11,764	132	1,274	....	9	3,013	2,450	278	118	13,120 17 10	20,433 11 8½	20,183 15 2½	252 16 6	....	West Maitland.

APPENDIX XXII—*continued.*

Stations.	No. of handsemployed including Station-masters.	Total Salaries and Wages Expenditure. 1895.	No. of Tickets issued. 1895.	Revenue from Tickets and Coaching Traffic. 1895.	Goods. Out. Tons.	Goods. In. Tons.	Coal. Out. Tons.	Coal. In. Tons.	Other Minerals. Out. Tons.	Other Minerals. In. Tons.	Wool. Out. Bales.	Wool. In. Bales.	Hay, Straw, and Chaff. Out. Trucks.	Hay, Straw, and Chaff. In. Trucks.	Revenue from Goods and Live Stock. 1895.	Total Earnings, exclusive of Special Earnings. 1895.	Total Earnings, exclusive of Special Earnings. 1894.	Increase. 1895.	Decrease. 1895.	Stations.
		£ s. d.		£ s. d.											£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	
Farley	3	397 0 0	1,268	143 7 7	1,949	739	7,102	.....	106	94	....	....	..	1	1,733 15 9	1,877 2 1½	1,485 6 7	391 17 4	.....	Farley.
Lochinvar	4	391 12 6	1,024	318 9 0	660	239	.....	18	....	....	....	....	67	..	257 7 1	575 16 1	619 10 4	.....	43 14 3	Lochinvar.
Allandale	1	140 0 0	1,553	274 10 4	347	177	.....	.....	....	22	....	....	..	..	151 10 10	426 1 2	405 19 11	.....	20 18 9	Allandale.
Greta	4	466 4 0	5,327	1,470 0 8	263	1,895	1,162	37	22	1	....	....	3	3	587 11 1	2,060 11 7	1,631 17 4	431 14 3	.....	Greta.
Branxton	4	609 1 10	3,242	878 12 10	2,647	1,321	.....	41	....	2	48	....	111	1	905 1 0	1,777 14 4	1,671 12 11	106 1 5	.....	Branxton.
Whittingham	2	169 5 0	698	335 17 1	138	132	.....	.....	....	33	136	....	5	1	143 18 10	470 15 11	613 7 5	.....	138 11 6	Whittingham.
Singleton	15	1,555 12 1	12,767	5,427 8 1½	5,042	4,977	11,300	743	....	62	320	1	233	15	3,303 3 2	8,795 11 3½	10,594 17 7½	.....	1,799 6 4	Singleton.
Nundah	..	.....	.....	.....	.....	.....	.....	.....	....	....	....	....	..	..	.....	.....	112 10 3	.....	112 10 3	Nundah.
Glennie's Creek	1	156 0 0	433	200 1 0	1,046	157	1,137	.....	....	....	30	....	7	2	112 9 9	312 10 9	519 12 2	.....	207 1 6	Glennie's Creek.
Ravensworth	5	322 2 10	798	155 16 1	502	132	.....	.....	....	....	385	....	2	..	62 5 8	208 0 9	262 0 5	.....	53 19 8	Ravensworth.
Muswellbrook	23	1,428 0 5	7,329	3,892 9 6	3,259	4,196	112	159	....	4	3,100	....	4	24	4,895 13 0	8,787 10 5	10,091 10 3	.....	1,303 12 10	Muswellbrook.
Aberdeen	6	545 3 3	3,572	1,196 8 2	12,070	2,422	.....	7,125	....	....	5,007	....	17	3	17,798 3 0	18,994 16 2	15,283 1 4	3,714 14 10	.....	Aberdeen.
Scone	10	753 13 10	4,340	2,410 17 11	2,201	3,299	.....	316	5	13	5,433	....	42	3	3,287 13 8	5,698 11 7	6,235 16 5	.....	537 3 10	Scone.
Wingen	7	382 1 3	658	201 2 6	155	120	.....	3	....	....	409	....	7	..	172 15 0	373 18 0	353 6 4	16 11 8	.....	Wingen.
Blandford	2	270 0 0	580	223 2 10	474	231	.....	.....	....	....	1,334	....	21	..	231 13 10	504 16 8	437 2 4	67 14 4	.....	Blandford.
Murrurundi	15	1,403 11 4	2,680	1,614 12 6	324	1,144	3	161	....	....	251	....	17	10	1,201 16 0	3,506 8 5	4,096 2 4	.....	589 13 11	Murrurundi.
Ardglen	4	314 6 8	657	119 12 11	212	147	.....	.....	....	....	823	....	..	4	85 4 5	204 17 4	247 14 0	.....	42 17 2	Ardglen.
Willow-tree	5	476 19 0	1,035	316 18 9	1,131	479	.....	.....	....	....	3,815	....	43	1	825 17 8	842 16 5	1,050 12 0	.....	207 15 7	Willow-tree.
Quirindi	13	917 6 2	6,245	3,140 0 8	4,176	3,620	.....	160	....	....	9,499	....	6	18	6,514 18 7	9,634 18 10	9,070 10 6	.....	35 17 8	Quirindi.
Werris Creek	24	1,077 4 4	3,394	1,997 11 10	586	412	.....	46	....	....	617	....	21	..	409 1 1	2,406 12 11	2,459 4 6	.....	52 11 7	Werris Creek.
Currabubula	6	346 10 0	1,303	388 10 4	2,233	462	.....	7	....	....	2,713	....	66	..	444 1 3	924 12 0	742 17 7	81 14 6	.....	Currabubula.
West Tamworth	9	876 17 11	471	301 11 8	4,044	2,693	.....	.....	154	6	19,061	....	25	11	4,378 1 6	4,679 13 2	6,206 17 3	.....	1,527 4 1	West Tamworth
Tamworth	16	1,189 14 0	9,277	7,680 16 3	8,663	9,633	6	1,236	24	31	749	4	201	23	13,746 14 2	21,267 10 5	25,537 17 11	.....	4,270 7 6	Tamworth.
Moonbi	0	376 7 0	1,576	317 1 8	1,163	597	.....	.....	13	....	1,421	....	20	..	354 6 5	681 8 1	794 18 4	.....	113 10 3	Moonbi.
Woolbrook	1	142 14 0	293	111 6 2	137	194	.....	.....	....	....	523	108	..	..	90 1 10	207 8 0	265 8 3	.....	58 0 3	Woolbrook.
Walcha Road	7	522 6 5	1,311	1,035 15 7	1,069	1,399	.....	1	....	....	3,892	....	..	10	2,864 1 5	3,952 17 0	4,484 12 10	.....	531 15 10	Walcha Road.
Kentucky	2	180 2 0	460	155 14 9	464	156	.....	.....	....	....	1,881	....	..	2	179 16 11	235 10 8	259 10 3	.....	23 10 7	Kentucky.
Uralla	10	507 19 5	2,581	1,363 4 0	1,783	2,026	.....	29	18	..	7,472	15	3	14	4,218 14 10	5,583 18 10	6,480 12 10	.....	896 14 0	Uralla.
Armidale	26	1,609 7 8	7,005	7,422 7 1	3,476	9,323	1	1,402	1,261	13	5,525	31	73	24	18,967 6 1	26,389 13 2	28,771 14 0	.....	2,382 0 10	Armidale.
Dumaresq	..	.....	286	23 10 3	.....	.....	.....	.....	....	....	.....	....	..	..	.....	23 10 3	150 17 4	.....	127 7 1	Dumaresq.
Black Mountain	3	199 8 0	507	197 5 8	1,649	270	.....	.....	....	....	182	....	..	1	201 6 2	398 11 10	445 14 0	.....	47 2 2	Black Mountain
Guyra	5	316 1 0	1,500	808 6 0	2,568	652	.....	12	....	....	2,216	....	25	..	803 2 6	1,670 8 0	2,118 15 4	.....	448 6 10	Guyra.
Ben Lomond	5	223 12 0	574	187 0 11	699	254	.....	.....	....	....	950	....	1	..	223 4 11	410 5 10	414 11 4	.....	4 5 6	Ben Lomond.
Glencoe	5	294 6 4	443	200 4 0	959	125	.....	.....	....	....	222	....	23	..	189 9 6	389 14 0	589 2 10	.....	199 8 10	Glencoe.
Glen Innes	13	804 16 11	3,879	4,772 8 0	5,033	6,600	.....	261	705	10	11,638	41	42	2	11,700 15 5	16,539 3 5	18,202 0 0	.....	2,662 16 7	Glen Innes.
Dundas	..	.....	440	52 13 7	.....	.....	.....	.....	....	....	.....	....	..	..	.....	52 13 7	225 10 0	.....	172 16 5	Dundas.
Deepwater	11	959 2 0	1,768	1,213 17 7	2,161	1,703	.....	13	1,399	41	2,312	462	4	17	2,670 6 11	3,893 3 0	5,318 12 3	.....	1,425 8 9	Deepwater.
Bolivia	..	.....	293	65 4 2	.....	.....	.....	.....	....	....	.....	....	..	..	.....	55 4 2	129 11 2	.....	74 7 0	Bolivia.
Tenterfield	15	631 10 10	8,030	2,419 0 7	2,190	1,518	.....	38	22	....	220	....	7	3	5,020 14 1	7,439 14 8	8,056 12 0	.....	616 17 4	Tenterfield.
Jennings	..	.....	2,036	1,397 15 0	308	383	.....	.....	226	343	100	....	1	..	907 0 3	2,304 15 3	2,944 2 5	.....	639 7 2	Jennings.
Wallsend	5	729 3 0	810	54 5 0	1,673	4,831	.....	17	....	140	....	....	4	100	954 3 6	1,008 9 3	960 10 5	47 18 10	.....	Wallsend.
Morpeth	9	1,204 3 7	11,005	1,372 2 4	9,145	16,189	.....	1,920	5	2,021	65	70,421	28	21	40,504 12 2	47,876 14 6	40,475 7 4	7,401 7 2	.....	Morpeth.
Breeza	6	343 14 0	645	428 3 2	1,478	285	.....	5	....	....	2,499	....	..	..	689 17 0	1,116 0 8	1,432 8 11	.....	316 8 3	Breeza.
Curlewis	2	220 8 9	671	284 11 1	929	506	682	.....	....	....	1,652	....	2	..	473 8 2	757 19 3	708 12 0	49 7 3	.....	Curlewis.
Gunnedah	9	611 12 3	3,337	3,156 17 3	3,692	2,751	481	18	....	....	8,136	....	1	3	7,008 7 0	10,165 4 9	10,365 12 0	.....	200 7 3	Gunnedah.
Boggabri	8	373 11 0	1,430	912 2 1	2,177	864	.....	20	....	....	3,417	....	..	1	1,858 3 0	2,781 5 1	2,982 5 3	.....	201 0 2	Boggabri.
Bain Ban	1	169 10 0	403	153 17 6	717	221	.....	53	....	....	659	....	7	..	174 13 8	328 11 2	328 13 3	2 17 11	.....	Bain Ban.
Narrabri	17	2,016 9 10	4,330	3,529 1 10	17,771	19,204	23	557	....	23	85,393	171	..	30	39,760 18 7	43,281 0 5	53,768 11 10	.....	5,487 11 5	Narrabri.
Byron Bay	1	23 0 8	232	40 8 3	287	284	.....	.....	10	....	....	....	..	..	44 7 5	93 17 1	94 5 4	.....	8 3	Byron Bay.
Lismore	3	716 1 9	12,735	2,510 3 0	4,105	4,807	.....	.....	16	28	....	....	..	..	1,197 19 2	3,717 2 2	350 1 11	3,367 0 3	.....	Lismore.
Victoria	..	.....	16,436	21,695 4 6	5,006	4,870	.....	.....	....	....	....	....	..	..	1,727 3 5	23,412 7 11	22,723 10 3	633 17 8	.....	Victoria.
Queensland	..	.....	1,760	6,270 6 11	.....	.....	.....	.....	....	....	....	....	..	..	.....	6,270 6 11	5,863 6 9	407 0 2	.....	Queensland.
South Australia	..	.....	903	2,072 6 4½	.....	.....	.....	.....	....	....	....	....	..	..	.....	2,072 5 4½	1,817 10 6	254 5 10½	.....	South Australia
Cook and Sons	..	.....	1,019	2,150 3 0½	.....	.....	.....	.....	....	....	....	....	..	..	.....	2,150 3 0½	1,907 3 5½	243 19 7	.....	Cook and Sons.
Grand Total	2,633	203,935 1 5	7,871,447	953,409 16 6½	1,300,970	1,300,970	2,515,754	2,515,754	91,120	91,120	747,430	747,430	16,268	16,268	1,832,574 5 0	2,830,305 2 6½	2,750,775 10 6½	194,330 16 9½	117,747 13 9½	

APPENDIX XXIII.

NEW SOUTH WALES GOVERNMENT RAILWAYS.

RETURN showing the Appointments of Railway Employés from 1st July, 1894, to 30th June, 1895.

Date.	Name.	Position.	Rate.	Remarks.
1895.		SECRETARY'S BRANCH.		
8 Jan.	Knox, Samuel	Operator	£80 per annum.	From Electrical Branch, vice K. Mathieson, to Tramways.
9 May	Scully, James J.	Messenger	4/2 per day	From Traffic Branch, vice W. Dean.
1895.		SOLICITOR'S BRANCH.		
27 May	Armitage, Charles C.	Messenger	10/- per week	Vice P. V. Ambler.
1894.		TRAFFIC AUDITOR'S BRANCH.		
7 Oct.	Nolan, Harold D.	Junior clerk	£75 per ann.	From Traffic Branch.
10 ,,	Walker, Mrs.	Attendant	£50 per ann.	
25 ,,	Tomlinson, John F.	Apprentice clerk	£30 per ann.	Vice G. H. O'Regan.
1894.		ENGINEER-IN-CHIEF FOR EXISTING LINES BRANCH.		
20 July	Cameron, Daniel	Labourer	7/6 per day	Transferred from Supernumerary Staff, vice A. Howard; position saved on Supernumerary Staff.
25 Aug.	M'Fadden, John	Fettler	7/6 per day	Transferred from Supernumerary Staff, vice W. Hast; position saved on Supernumerary Staff.
7 Sept.	Davies, George	Labourer	7/6 per day	Reinstated.
12 Oct.	Duggan, Daniel	Labourer	7/6 per day	Transferred from Supernumerary Staff, vice J. Braithwaite.
13 Nov.	Evans, George	Fettler	7/- per day	Reinstated, vice T. Fentlow.
1895.				
1 Feb.	McGrath, Dennis	Labourer	7/6 per day	Transferred from Supernumerary Staff, vice E. Mulheron; position saved on Supernumerary Staff.
1 ,,	Burton, Henry	Labourer	7/- per day	Transferred from Supernumerary Staff, vice G. Bartholomew; position saved on Supernumerary Staff.
18 ,,	Barker, William	Fettler	7/6 per day	From Tramways, vice W. Lawson.
1894.		CHIEF MECHANICAL ENGINEER'S BRANCH.		
27 Aug.	Spence, Robert A.	Cleaner	7/- per day	Re-employed, Vice R. Graham.
12 Sept.	Scotland, Mrs.	Upholstress	4/- per day	Widow of late W. Scotland.
19 Oct.	McGill, Charles	Cleaner	7/- per day	Re-employed, vice H. Kirby.
27 ,,	Houston, Andrew	Cleaner	7/- per day	Re-employed, vice J. Collins.
21 Nov.	Blunt, Robert	Cleaner	6/- per day	Re-employed, vice W. Cousins.
23 ,,	Chandler, William J.	Cleaner	6/- per day	Re-employed, vice C. Orr.
26 ,,	Bethal, Henry	Cleaner	6/- per day	Re-employed, vice W. Pearse.
20 Dec.	Cracknell, John	Cleaner	6/- per day	Re-employed, vice J. Simpson.
1895.				
4 Jan.	Lachlan, Frederick	Call boy	2/6 per day	Vice W. Bennett.
24 ,,	Fordham, George	Labourer	6/6 per day	From Tramways, vice F. Barton.
6 Mar.	Matthews, William	Painters' assistant	6/0 per day	Vice F. Pritchard.
18 ,,	Newman, George A.	Apprentice	10d. per day	Vice H. Reid.
28 May	Sheppeard, Herbert	Fuelman	6/6 per day	Vice M. Ballinger.
8 May	Stafford, Robert	Cleaner	6/- per day	Re-employed.
14 ,,	Mitch, Frederick W.	Hammer-boy	2/- per day	Vice D. M'Kenzie.
17 ,,	Love, Mathew H.	Apprentice	10d. per day	Vice S. Niven.
22 ,,	Langley, William T.	Hammer-boy	2/- per day	Vice T. Cartwright.
23 ,,	Root, Alfred	Cleaner	6/- per day	Re-employed.
30 ,,	Hillaire, Arthur	Messenger	3/- per day	Vice J. Burs.
30 ,,	Fryer, Thomas	Cleaner	5/6 per day	Vice E. Wadsworth.
1 June	Chittick, William	Cleaner	6/- per day	Re-employed.
1 ,,	Campbell, Walter	Foreman	85/- per week	Transferred from the Harbours and Rivers Department to work the hydraulic and electric-light plant at Bullock Island.
1 ,,	Duncan, Thomas	Stationary engine-driver	9/- per day	
1 ,,	Collins, Andrew	Stationary engine-driver	9/- per day	
1 ,,	Black, John	Stationary engine fireman.	52/- per week	
1 ,,	Cavanagh, Thomas	Stationary engine fireman.	52/- per week	
1 ,,	Williams, Isaac	Stationary engine fireman.	52/- per week	
1 ,,	Toomey, James	Stationary engine cleaner.	3/- per day	
1 ,,	Morrack, William	Electric engine driver	60/- per week	
1 ,,	Henderson, Norman	Electric engine driver	66/- per week	
3 ,,	Powell, Sidney	Cleaner	6/- per day	Re-employed.
10 ,,	Pope, Francis R.	Cleaner	6/- per day	Re-employed.
12 ,,	Bunt, Samuel H.	Cleaner	5/6 per day	Re-employed.
13 ,,	Ritchie, James	Cleaner	6/- per day	Re-employed.
14 ,,	Lindley, Harold	Shop boy	2/3 per day	Vice J. Waring.
19 ,,	Buck, Arthur J.	Shop boy	1/9 per day	Vice H. Duesbury.
21 ,,	McLoughlin, John	Cleaner	6/- per day	Re-employed.
25 ,,	Elliott, David	Cleaner	5/6 per day	Re-employed.
26 ,,	Flannery, James	Apprentice	10d. per day	Vice J. Phillips.
25 ,,	Prentice, John	Telephone boy	4/- per day	From Traffic Branch.
27 ,,	Saunders, John	Striker	7/- per day	Vice W. Pryor.
1894.		CHIEF TRAFFIC MANAGER'S BRANCH.		
27 June	Pollard, William	Apprentice clerk	£50 per ann.	From Stores Branch, vice E. Evans.
1 July	Stewart, Mrs. M.	Station caretaker and post mistress.	£5 per ann. and free house.	At Midgee-grass, Lismore.
4 ,,	Hardy, Mary	Station caretaker	Free house	At Ben-Bullen, Mudgee Line.
6 ,,	Fletcher, Henry	Telegraph probationer	2/6 per week	Vice W. Whittaker.
7 ,,	Hartley, James	Porter	7/- per day	Reinstated.
12 ,,	Hines, Mrs. A. D.	Station caretaker	5/- per week and house.	At Glenfield.
12 ,,	Spenge, Alfred J.	Telegraph probationer	2/6 per week	Vice R. Brackenrig.
16 ,,	Hartigan, Mrs. M. E.	Station caretaker	5/- per week	At Merambuen, Forbes Line.
20 ,,	Dries, Mary	Gatekeeper	7/- per week	Vice J. Dries.
24 ,,	Waters, Mrs. Lydia	Station caretaker	Free house	At Lue, Mudgee line.
26 ,,	Brown Frederick	Telegraph probationer	2/6 per week	At Hornsby.
27 ,,	Baker Louis	Porter	7/- per day	Re-employed.
27 ,,	Rice, Sarah	Gatekeeper	7/- per week	Vice M. Fryer.
27 ,,	Donghan, Grace	Gatekeeper	7/- per week	Vice S. Martin.
27 ,,	Chaseling, Mrs.	Gatekeeper	20/- per week and house.	Vice J. Chaseling.
31 ,,	Wilson, Isabella	Gatekeeper	7/- per week	Vice R. Wilson.
3 Aug.	Cobcroft, John	Gatekeeper	2/6 per week	At Gosford.
21 ,,	Davidson, Josiah	Gatekeeper	15/- per week	At Perth.
22 ,,	Bartholomew, Mrs.	Office cleaner	30/- per week	Vice K. Morris.
24 ,,	Giles, Charles John	Telephone boy	10/- per week	Vice J. D. Butler.
24 ,,	Rutherford, Christopher	Telephone boy	10/- per week	Vice H. Wilson.
24 ,,	Crowe, Thomas	Junior porter	2/6 per day	Vice J. Greatheard.
24 ,,	Clissold, John W.	Telephone boy	10/- per week	Vice E. Oliver.
24 ,,	Smith, Rupert O.	Telephone boy	10/- per week	Vice G. T. Wilkins.
23 ,,	Spence, George A.	Telephone boy	10/- per week	Vice H. Wollenden
24 ,,	Francis, John J.	Telephone boy	10/- per week	Vice B. Booth.
28 ,,	Pritchard, Frederick J.	Telephone boy	10/- per week	Vice J. Gowen.
28 ,,	Player, Frank	Telephone boy	10/- per week	Vice J. S. Reed.
28 ,,	Primrose, Henry	Telephone boy	10/- per week	Vice A. Goodyer.
28 ,,	Hurley, Lionel	Telephone boy	10/- per week	Vice T. Green.
28 ,,	North, Robert M.	Telephone boy	10/- per week	Vice B. Horrocks.
28 ,,	Hankin, George B.	Telephone boy	10/- per week	Vice P. Henson.
29 ,,	Hartley, Thomas	Telephone boy	10/- per week	Vice W. C. Morrison.

APPENDIX XXIII—*continued.*

Date	Name.	Position.	Rate.	Remarks.
1894.		CHIEF TRAFFIC MANAGER'S BRANCH—*continued.*		
30 Aug.	Saulsville, Victor	Telephone boy	10/- per week	*Vice* T. Godding.
30 ,,	Nicholas, George	Telephone boy	10/- per week	*Vice* J. O'Connor.
30 ,,	Waring, Leonard	Telephone boy	10/- per week	*Vice* A. Castelloe.
31 ,,	Trimmer, Hannah	Gatekeeper	7/- per week	*Vice* M. Wilson.
7 Sept.	M'Donald, Neil	Special Inquiry Officer	7/- per day	Transferred from Supernumerary Staff; position saved on Supernumerary Staff.
7 ,,	M'Kay, Peter	Telephone boy	10/- per week	*Vice* L. Burley.
8 ,,	Considine, Norah	Station caretaker	5/- per week	At Dereobalgie, Forbes Line.
11 ,,	Burke, Henry	Telephone boy	10/- per week	*Vice* J. Doyle.
12 ,,	Irwin, Henry	Gatekeeper	15/- per week	*Vice* G. Blakey.
13 ,,	Canavan, Frank	Telegraph probationer	2/6 per week	*Vice* W. Fraser.
14 ,,	Flanders, William	Junior porter	4/2 per day	From Electrical Branch, *vice* R. Moore.
14 ,,	Fennelly, Thomas	Junior porter	3/4 per day	*Vice* T. Jones.
15 ,,	Johnson, Edward	Gatekeeper	35/- per week	From Permanent Way Branch, *vice* W. Donaldson.
17 ,,	Woolt, Frank	Telegraph probationer	2/6 per week	*Vice* H. Montgomery.
17 ,,	Junor, Leslie	Telephone boy	10/- per week	From Electrical Branch, *vice* A. Silvesce.
20 ,,	Williams, Robert	Junior porter	4/2 per day	From Electrical Branch, *vice* F. Humphreys.
20 ,,	Price, Mary	Gatekeeper	7/- per week	*Vice* J. Castles.
21 ,,	Burns, Mrs. Eliza	Gatekeeper	15/- per week	*Vice* O. Hickey.
25 ,,	O'Brien, Nellie	Gatekeeper	Free house	*Vice* F. Cameron.
27 ,,	Dunne, Mrs.	Gatekeeper	Free house	*Vice* Mrs. Bryant.
27 ,,	Ferguson, Charles	Telegraph probationer	2/6 per week	From Electrical Branch, *vice* F. Lillycrop.
30 ,,	House, William	Telegraph probationer	2/6 per week	*Vice* A. G. Coulcher.
1 Oct.	Hurst, William	Junior porter	5/- per day	From Electrical Branch, *vice* J. H. Pickin.
2 ,,	Abbott, John	Junior porter	4/2 per day	From Electrical Branch.
2 ,,	Fordum, William	Shunter	7/6 per day	Transferred from Supernumerary Staff. } Positions saved on Supernumerary Staff.
2 ,,	Woods, John	Porter	7/- per day	Transferred from Supernumerary Staff.
2 ,,	Vaughan, Thomas	Junior porter	5/- per day	Transferred from Supernumerary Staff.
2 ,,	Casey, Thomas	Junior porter	5/- per day	Transferred from Supernumerary Staff.
3 ,,	York, Lucy	Gatekeeper	Free house	*Vice* Mrs. Wilson.
4 ,,	Yeomans, Sydney	Junior porter	3/4 per day	From Electrical Branch, *vice* R. Hargreaves.
4 ,,	Foster, Alfred E.	Junior porter	2/6 per day	*Vice* A. T. Smith.
5 ,,	Pringle, William	Probationer	2/6 per week	*Vice* R. Hughes.
8 ,,	Carroll, Thomas	Gatekeeper	15/- per week	*Vice* D. Cunningham.
8 ,,	Rowe, Oliver Norman	Junior porter	2/6 per day	*Vice* W. Donaldson.
9 ,,	Jarman, George H.	Junior porter	2/6 per day	From Electrical Branch.
9 ,,	Hall, John D.	Junior porter	2/6 per day	*Vice* J. F. Turner.
12 ,,	Eagleson, Joseph	Gatekeeper	15/- per week	*Vice* R. B. Charlton.
12 ,,	Maher, Richard, junior	Junior porter	4/2 per day	*Vice* R. Maher, senior.
18 ,,	Day, Elizabeth	Gatekeeper	Free house	*Vice* E. Hanna.
20 ,,	Newnham, William W.	Junior porter	2/6 per day	*Vice* J. Clemow.
25 ,,	Johnston, William J.	Junior porter	2/6 per day	*Vice* S. J. Tollis.
25 ,,	Earle, Albert	Junior porter	2/6 per day	*Vice* J. W. McPherson.
25 ,,	Thomson, Oscar E.	Junior porter	2/6 per day	*Vice* J. Doyle.
25 ,,	Bostock, Robert G.	Junior porter	2/6 per day	*Vice* J. Renehan.
25 ,,	Landry, Richard	Junior porter	2/6 per day	*Vice* J. Smith.
29 ,,	Drewe, Stanley	Junior porter	2/6 per day	*Vice* A. Keeling.
30 ,,	Oakes, Joseph S.	Junior porter	3/4 per day	From Electrical Branch, *vice* H. Nolan
31 ,,	King, Edward	Junior porter	3/4 per day	*Vice* J. D. Hall.
6 Nov.	Gifford, Reginald	Junior porter	2/6 per day	*Vice* F. J. Doyle.
8 ,,	Philson, John	Gatekeeper	15/- per week	*Vice* H. Cooper.
9 ,,	Prentice, John	Gatekeeper	15/- per week	*Vice* D. Gow.
9 ,,	Johnston, Mrs. M.	Gatekeeper	5/- per week and free house.	New opening.
13 ,,	Peck, Henry	Porter	7/- per day	Transferred from Supernumerary Staff; position saved on Supernumerary Staff.
13 ,,	Butterworth, Samuel	Telephone boy	10/- per week	*Vice* W. Islip.
13 ,,	Bedford, Mrs. M.	Gatekeeper	5/- per week and free house.	*Vice* Mrs. Bowler.
18 ,,	Will, Mrs. E.	Gatekeeper	7/- per week	*Vice* Mrs. Mason.
19 ,,	Bailey, William D.	Junior porter	5/- per day	From Electrical Branch, *vice* R. Attwell.
21 ,,	Morgan, Louis E.	Postal assistant	10/- per week	*Vice* F. Mallon.
23 ,,	Addison, George A.	Telephone boy	10/- per week	*Vice* H. R. Madden.
23 ,,	Miller, John W.	Junior porter	2/6 per day	*Vice* S. Yeomans.
26 ,,	Dowling John	Junior porter	2/6 per day	*Vice* J. Pearson.
27 ,,	Keating, William	Junior porter	2/6 per day	At Chatswood.
1 Dec.	Magennis, Joseph J.	Junior porter	5/- per day	From Tramways, *vice* W. R. Smith.
3 ,,	Stumbles, Jane	Gatekeeper	Free house	*Vice* E. Kissell.
4 ,,	Atwell, Charles	Junior porter	2/6 per day	*Vice* E. Lake.
4 ,,	Atwell, Eric W.	Junior porter	2/6 per day	*Vice* G. Venterman.
14 ,,	Jones, Thomas	Telephone boy	10/- per week	*Vice* J. R. Quilty.
14 ,,	O'Toole, Matilda	Gatekeeper	Free house	*Vice* F. Lynehan.
17 ,,	Connery, Thomas	Probationer	2/6 per week	At Whitton.
18 ,,	Ashe, Thomas H.	Junior porter	2/6 per day	*Vice* S. Kissell.
18 ,,	Smith, Mrs. Ellen	Gatekeeper	Free house	*Vice* Mrs. Boyle.
27 ,,	Osborne, Bertha M.	Gatekeeper	5/- per week and free house.	*Vice* Mrs. Cragg.
27	Butler, James D.	Junior porter	5/- per day	From Tramways, *vice* T. Fisher.
27 ,,	Jones, John	Junior porter	5/- per day	From Tramways, *vice* A. Middleton.
29 ,,	M'Auliffe, Walter	Gatekeeper	15/- per week	*Vice* J. Thomas.
31 ,,	Maher, William	Junior porter	2/6 per day	*Vice* W. O. Flanagan.
1895.				
1 Jan.	Shepherd, Sarah	Station caretaker	5/- per week	Store Creek closed as Staff station.
6 ,,	Warr, William	Junior porter	2/6 per day	*Vice* W. Morris.
7 ,,	Cross, Thomas	Junior porter	4/2 per day	Re-employed, *vice* G. Hewley.
7 ,,	St. George, Richard	Gatekeeper	25/- per week	*Vice* M. Minogue.
9 ,,	Hodges, Thomas	Gatekeeper	15/- per week	*Vice* J. Gibson.
11 ,,	Goodwin, Mary Ann	Gatekeeper	7/- per week	*Vice* M. Mortlock.
11 ,,	Morgan, Margaret	Gatekeeper	7/- per week	*Vice* Mrs. Morgan.
12 ,,	Summergreen, William A.	Junior porter	3/4 per day	*Vice* W. Flanagan.
12 ,,	Culnane, Charles H.	Apprentice clerk	£30 per annum	Transferred from Supernumerary Staff; position saved on Supernumerary Staff.
15 ,,	Nicholas, Mrs. A.	Gatekeeper	Free house	At Queanbeyan.
17 ,,	Carr, Selina	Gatekeeper	Free house	*Vice* J. Griffen.
18 ,,	Goodyer, Adrian A.	Junior porter	2/6 per day	*Vice* G. H. Bennett.
22 ,,	Barnett, George F. W.	Probationer	2/6 per week	At Culcairn.
23 ,,	Simms, Charles	Junior porter	2/6 per day	*Vice* A. Gow.
23 ,,	Swift, Samuel	Junior porter	2/6 per day	New Opening, Marrickville to Burwood.
24 ,,	May, Albert W.	Junior porter	2/6 per day	New Opening, Marrickville to Burwood.
28 ,,	Lyons, Kenneth	Junior porter	2/6 per day	New Opening, Marrickville to Burwood.
28 ,,	Webb, John Augustus	Junior porter	2/6 per day	New Opening, Marrickville to Burwood.
30 ,,	Green, Isaac	Junior porter	2/6 per day	New Opening, Marrickville to Burwood.
30 ,,	Farnsworth, Isabella	Station caretaker	Free house	*Vice* E. Bennett.
31 ,,	Welden, Albert E. B.	Junior porter	2/6 per day	*Vice* W. Buckpitt.
1 Feb.	Wilson, Annie	Gatekeeper	7/- per week	*Vice* F. Clarke.
6 ,,	Lindsay, Robert	Junior porter	2/6 per day	*Vice* E. Mulheron.
8 ,,	Ray, James	Gatekeeper	7/- per week	*Vice* Mrs. Ray.
11 ,,	Purcell, Frederick W.	Junior porter	2/6 per day	New Opening, Marrickville to Burwood.
11 ,,	Clarke, William	Junior porter	2/6 per day	New Opening, Marrickville to Burwood.
12 ,,	Ferris, John	Junior porter	2/6 per day	New Opening, Marrickville to Burwood.
18 ,,	Osborne, Mrs.	Gatekeeper	7/- per week	At Leumeah.
20 ,,	Baker, Jane	Gatekeeper	Free house	*Vice* H. Hanley.
20 ,,	McNamara, Kate	Gatekeeper	Free house	*Vice* A. Webb.
22 ,,	McEnroe, Mary	Gatekeeper	Free house	*Vice* L. York.
25 ,,	Naylor, Florence	Gatekeeper	7/- per week	New Opening, Marrickville to Burwood.
27 ,,	Harding, Emma	Gatekeeper	Free house	*Vice* E. Bannister.

APPENDIX XXIII—*continued.*

Date.	Name.	Position.	Rate.	Remarks.
1895.		CHIEF TRAFFIC MANAGER'S BRANCH—*continued.*		
28 Feb.	Dunne, Mrs. Mary Ann	Gatekeeper	5/- per week and free house.	*Vice* E. Dulling.
6 Mar.	Stanley, Mrs. Jane	Gatekeeper	7/- per week	At Liverpool.
6 ,,	Arrowsmith, Edward T.	Probationer	2/6 per week	At Cootamundra.
14 ,,	Turner, Ernest Samuel	Junior porter	2/6 per day	*Vice* G. W. Davies.
15 ,,	O'Neill, Ellen	Gatekeeper	7/- per week	At Oolong.
23 ,,	Curran, Alfred F.	Junior porter	3/4 per day	*Vice* R. May.
27 ,,	Jones, Mrs.	Gatekeeper	7/- per week	New Opening, Marrickville.
25 Mar.	Dorgan, William	Telegraph probationer	2/6 per week	At Binalong.
1 April	Cahill, Margaret	Gatekeeper	7/- per week	*Vice* J. Kay.
2 ,,	Richards, Bertie S.	Junior porter	2/6 per day	*Vice* J. Edwards.
2 ,,	Hargreaves, Herbert	Junior porter	5/- per day	From Tramways, *vice* A. Johnson.
4 ,,	Burgess, George	Gatekeeper	Free house	At Moonulta.
5 ,,	Jones, Mrs. K.	Gatekeeper	7/- per week	*Vice* F. Napier.
9 ,,	McInnes, Charles	Junior porter	3/4 per day	*Vice* C. Robinson.
10 ,,	Denny, Jane	Gatekeeper	7/- per week	Mileage 170 miles 65 chains South.
12 ,,	Rice, Annie	Gatekeeper	7/- per week	*Vice* S. Rice.
13 ,,	Crawford, Mrs.	Gatekeeper	Free house	*Vice* Mrs. Gibbons.
15 ,,	Williams, Jemima	Gatekeeper	7/- per week	*Vice* J. Heading.
16 ,,	Cowley, Jessie	Station caretaker	Free house	*Vice* E. Scery.
18 ,,	Hodgson, Caroline	Gatekeeper	Free house	*Vice* M. Cavanagh.
22 ,,	Murray, Helena	Gatekeeper	Free house	*Vice* M. Green.
23 ,,	Heer, Samuel	Night officer	£150 per annum	Reinstated.
29 ,,	Eyles, Frank	Telegraph probationer	2/6 per week	*Vice* F. Brown.
9 May.	Stalt, John	Telephone boy	10/- per week	*Vice* G. T. Reid.
9 ,,	M'Grail, Bridget	Gatekeeper	Free house	*Vice* E. Hargraves.
11 ,,	Edwards, Charles	Gatekeeper	15/- per week	*Vice* J. Dunne.
13 ,,	Nicholls, Mrs. L.	Gatekeeper	7/- per week	*Vice* Mrs. Ryan.
15 ,,	Sinclair, Eliza	Gatekeeper	10/- per week and free house.	*Vice* J. Sinclair.
16 ,,	M'Ginley, Thomas	Gatekeeper	15/- per week	At Sydenham.
26 ,,	Gow, Donald	Gatekeeper	15/- per week	*Vice* H. Irwin.
31 ,,	Treloar, James	Telegraph probationer	2/6 per week	*Vice* J. Daly.
1 June.	Ware, Arthur	Junior porter	3/4 per day	At Tarago.
4 ,,	Ambler, Percy	Junior porter	5/- per day	From Secretary's Office, *vice* J. Scully.
7 ,,	Barnett, George	Telegraph probationer	2/6 per week	Transferred from Supernumerary Staff; position saved.
14 ,,	Bennett, George H.	Junior porter	5/- per day	From Tramways, *vice* J. Haynow.
14 ,,	Green, Alfred	Gatekeeper	15/- per week	Transferred from Supernumerary Staff; position saved.
14 ,,	Pearce, Margaret	Gatekeeper	15/- per week	*Vice* E. Clarke.
19 ,,	Sullivan, George	Telephone boy	10/- per week	*Vice* L. M'Sullin.
20 ,,	Flint, James	Telephone boy	10/- per week	At Eveleigh.
21 ,,	Ferrario, Kate	Gatekeeper	10/- per week and free house.	*Vice* M. Ross.
27 ,,	Campbell, Bella	Station caretaker	10/- per week	*Vice* S. Campbell.
1894.		SIGNAL AND INTERLOCKING BRANCH.		
1 Sept.	Wilson, George A.	Junior clerk	£100 per ann.	Transferred from Supernumerary Staff, *vice* H. Donges position saved on Supernumerary Staff.
26 ,,	James, George	Blacksmith	10/8 per day	From Locomotive Branch, *vice* C. Evans.
1894.		ELECTRICAL ENGINEER'S BRANCH.		
24 Sept.	O'Neile, David	Probationer	2/6 per week	*Vice* G. H. Jarman.
23 ,,	Lowry, Ernest	Probationer	2/6 per week	*Vice* J. Abbott.
16 Nov.	M'Guinness, John	Probationer	2/6 per week	*Vice* W. D. Bailey.
25 Dec.	Fraser, Sidney	Messenger	10/- per week	*Vice* H. Shoobert.

APPENDIX XXIV.

NEW SOUTH WALES GOVERNMENT RAILWAYS.

RETURN showing the Removals of Railway Employés from 1st July, 1894, to 30th June, 1895.

Date.	Name.	Position.	Rate.	Remarks.
1895.		SECRETARY'S BRANCH.		
22 Jan.	Mathieson, Kenneth	Messenger	6/- per day	To Tramways.
20 April	Dean, William	Junior clerk	£113 per ann.	Resigned.
1896.		SOLICITOR'S BRANCH.		
4 June	Ambler, Percy V.	Messenger	6/- per day	To Traffic Branch.
1894.		TRAFFIC AUDITOR'S BRANCH.		
31 July	Cosgrove, James	Clerk	£170 per ann.	Retrenchment.
31 ,,	Healey, James A.	Junior clerk	£120 per ann.	Retrenchment.
31 ,,	Hayes, Joseph J.	Clerk	£135 per ann.	Retrenchment.
31 Oct.	O'Regan, George H.	Junior clerk	£120 per annum	Retired.
1895.				
28 Jan.	Bates, Alfred	Junior clerk	£120 per annum	To Tramways.
1894.		ENGINEER-IN-CHIEF FOR EXISTING LINES BRANCH.		
7 June.	Howard, Anthony	Fettler	7/6 per day	Resigned.
7 July	Burden, George	Fettler	7/6 per day	Resigned; position saved.
10 ,,	Wilson, John	Fettler	7/6 per day	Deceased.
12 ,,	Liggins, Fredk.	Labourer	7/6 per day	Retrenchment.
13 ,,	Gavenlock, C. James	Fettler	7/6 per day	Retrenchment.
18 ,,	Lumsdon, Andrew	Carpenter	10/4 per day	Deceased.
19 ,,	Wilson, William	Fettler	7/6 per day	Retrenchment.
20 ,,	Lewis, David	Fettler	7/6 per day	Discharged.
21 ,,	Munro, William	Fettler	7/6 per day	Retrenchment.
27 ,,	Hutton, James	Labourer	7/6 per day	Retrenchment.
29 ,,	Bartholomew, George A.	Fettler	7/6 per day	Deceased.
1 Aug.	Hast, Walter	Fettler	7/6 per day	Deceased.
3 ,,	Evans, George	Fettler	7/- per day	Retrenchment.
8 ,,	Ryan, Thomas	Fettler	7/6 per day	Resigned.
16 ,,	Muller, James	Ganger	9/- per day	Resigned.
18 ,,	Braithwaite, Joseph	Fettler	7/6 per day	Retired.
23 ,,	Pulley, Denis	Fettler	7/6 per day	Resigned.
6 Sept.	Arkinstall, William	Labourer	7/- per day	Resigned.
13 ,,	Beadall, John	Labourer	7/6 per day	Deceased.
17 ,,	Greig, William	Labourer	7/6 per day	Deceased.
20 ,,	Bainbridge, John	Office boy	3/- per day	Resigned.
24 ,,	Howard, James	Fettler	7/6 per day	Discharged.
3 Oct.	Guilfoyle, John	Fettler	7/6 per day	Resigned; position saved.
9 ,,	M'Donald, Alexander	Ganger	9/- per day	Deceased; position saved.
14 ,,	Chapman, Henry	Fettler	7/6 per day	Deceased; position saved.
16 ,,	Hopkins, Henry	Fettler	7/6 per day	Retrenchment.
15 ,,	Masters, William	Fettler	7/6 per day	Retrenchment.
25 ,,	Waring, Richard	Chief inspector	£400 per annum	Deceased; position saved.
1 Nov.	Pentlow, Thomas	Fettler	7/6 per day	Resigned.
7 ,,	Price, George	Ganger	9/- per day	Deceased.
15 ,,	Renehan, Peter	Labourer	7/6 per day	Retrenchment.

APPENDIX XXIV—*continued.*

Date.	Name.	Position.	Rate.	Remarks.
1894.		Engineer-in-Chief for Existing Lines Branch.—*continued.*		
17 Nov.	Mulheron, Edward	Fettler	7/6 per day	Resigned.
28 ,,	Bourke, Patrick	Labourer	7/6 per day	Retrenchment.
28 ,,	Reid, James	Labourer	7/6 per day	Retrenchment.
28 ,,	Towler, Noah	Labourer	7/6 per day	Retrenchment.
28 ,,	Harding, Francis	Labourer	7/- per day	Retrenchment.
28 ,,	M'Inerney, Peter	Labourer	7/6 per day	Retrenchment.
28 ,,	Drew, Henry	Labourer	7/6 per day	Resigned; a position saved.
30 ,,	Whitby, Thomas	Labourer	7/6 per day	Retrenchment.
6 Dec.	Bourke, John	Fettler	7/6 per day	Deceased; position saved.
13 ,,	Spearman, Benjamin	Fettler	7/6 per day	Retrenchment.
15 ,,	M'Kim, Charles	Plumber	10/3 per day	Discharged.
19 ,,	Wood, James	Labourer	7/6 per day	Retrenchment.
20 ,,	Hortsman, James	Ganger	12/- per day	Retrenchment.
20 ,,	Smith, John	Ganger	9/- per day	Resigned.
21 ,,	Tatterall, Richard	Ganger	9/- per day	Retrenchment.
22 ,,	Whittaker, John	Fettler	7/6 per day	Discharged.
29 ,,	Pettit, George	Labourer	7/6 per day	Retrenchment.
29 ,,	Hess, George	Labourer	7/6 per day	Retrenchment.
29 ,,	Richards, Henry	Labourer	7/6 per day	Retrenchment.
31 ,,	Clarke, John	Labourer	7/6 per day	Retrenchment.
31 ,,	Tynan, Patrick	Labourer	7/6 per day	Retrenchment.
31 ,,	Wickham, George H.	Draftsman	£176 per annum	Retrenchment.
25 Dec.	Pearce, John	Labourer	7/6 per day	Deceased.
29 ,,	St. George, Richard	Labourer	7/6 per day	Retrenchment.
31 ,,	Blinco, John	Sub-inspector	£230 per ann.	Retrenchment.
1895.				
5 Jan.	Kearney, James	Labourer	7/6 per day	Retrenchment.
12 ,,	Chaplin, Frederick	Sub-inspector	£200 per ann.	Discharged; a position saved.
13 ,,	Melehan, Patrick	Fettler	7/6 per day	Deceased; a position saved.
31 ,,	Higgins, Thomas	Store clerk	£205 per ann.	Retrenchment.
31 ,,	Roberts, Benjamin	Clerk	£100 per ann.	Retrenchment.
31 ,,	Carson, William	Clerk	£105 per ann.	Retrenchment.
8 Feb.	Bailey, Samuel	Labourer	7/6 per day	To Tramways.
14 ,,	M'Gee, Thomas	Fettler	7/6 per day	Retrenchment.
14 ,,	Williams, Thomas	Fettler	7/6 per day	Retrenchment.
18 ,,	Lawson, William	Fettler	7/6 per day	To Tramways.
22 ,,	Wright, William	Fettler	7/6 per day	Deceased.
1 Mar.	Ferrario, Joseph	Fettler	7/6 per day	Deceased.
5 ,,	Creech, James	Labourer	7/6 per day	Discharged.
18 April	Thomas, Alfred	Labourer	7/- per day	Discharged.
18 ,,	Billington, John	Fettler	7/6 per day	Retired.
2 May	Gibbeson, Thomas	Labourer	7/6 per day	Deceased.
4 ,,	Holleton, Edwin	Fettler	7/6 per day	Deceased.
17 ,,	Freel, Phillip	Fettler	7/6 per day	Retired.
28 ,,	Hartley, Henry C.	Fitter	10/6 per day	Retrenchment.
31 ,,	Foxlee, William T.	Engineer-in-Chief	£1,680 per ann.	Resigned.
13 June	Johnson, Samuel	Fettler	7/6 per day	Resigned.
19 ,,	Shirley, William	Fettler	7/6 per day	Resigned.
28 ,,	Watkins, William	Labourer	7/6 per day	Deceased.
1894.		Chief Mechanical Engineer's Branch.		
6 July	Wall, Chas.	Fireman	10/- per day	Resigned.
6 ,,	Banner, Ernest	Waggon builder	10/- per day	Resigned.
10 ,,	Malarkey, John	Labourer	7/- per day	Retrenchment.
26 ,,	Daley, Frank	Cleaner	7/- per day	Retrenchment.
31 ,,	Pitt, Frederick M.	Clerk	£150 per annum	Retrenchment.
30 ,,	Flood, William	Cleaner	7/- per day	Deceased; position saved.
1 Aug.	McLean, Malcolm	Gasfitter	10/- per day	Deceased.
3 ,,	Furur, Henry	Moulder	10/- per day	Retrenchment.
3 ,,	Fraser, Duncan	Moulder	10/- per day	Retrenchment.
3 ,,	Williams, John	Moulder	9/4 per day	Retrenchment.
15 ,,	Byrnes, Laurence	Clerk	£160 per annum	Retrenchment.
23 ,,	Wood, John	Driver	14/- per day	Resigned.
30 ,,	Kelly, Peter	Fuelman	7/6 per day	Deceased.
30 ,,	Penfold, George	Fitter	10/- per day	To Tramways; position saved.
6 Sept.	Beardmore, William	Filecutter	8/6 per day	Retrenchment.
7 ,,	Cullen, Alexander	Fitter	10/- per day	To Tramways; position saved.
7 ,,	Weeks, Charles	Labourer	7/- per day	To Tramways; position saved.
11 ,,	O'Donnell, Frank	Labourer	7/- per day	Deceased.
20 ,,	Robertson, Alexander	Fireman	10/- per day	Deceased.
21 ,,	Cousins, William H.	Driver	14/- per day	Deceased.
22 ,,	Niven, George	Turner	10/4 per day	Deceased.
22 ,,	Kirby, Henry	Cleaner	7/- per day	Deceased.
25 ,,	James, George	Blacksmith	10/8 per day	To Interlocking Branch; position saved.
1 Oct.	Smith, Frederick G. D.	Clerk	£220 per annum	To new opening Ocean-street Cable Tramway; position saved.
9 ,,	Ruddle, Thomas	Moulder	11/2 per day	Retrenchment.
11 ,,	Collins, Joseph	Chargeman	8/- per day	Resigned.
19 ,,	Fryer, Thomas	Pumper	8/8 per day	Retired; position saved.
24 ,,	Mijch, Peter	Pumper	8/8 per day	Retired; position saved.
26 ,,	Douglas, James	Painter	10/- per day	Discharged.
1 Nov.	Pearse, William	Driver	14/- per day	Deceased.
1 ,,	Orr, Charles	Fireman	10/- per day	Deceased.
2 ,,	Simpson, John	Driver	12/- per day	Discharged.
26 ,,	Bennett, William	Fireman	10/- per day	Discharged.
29 ,,	Springthorpe, John	Driver	14/- per day	Discharged.
4 Dec.	Main, Robert	Fitter	10/- per day	Discharged.
8 ,,	Arthur, Thomas	Painter	8/8 per day	Deceased.
11 ,,	Vaughan, William H.	Labourer	7/6 per day	Discharged.
22 ,,	Cahalan, James	Cleaner	7/- per day	Deceased.
1895.				
7 Jan.	Massey, James	Driver	13/- per day	Retired.
3 ,,	Dickey, Andrew	Driver	15/- per day	Deceased.
5 ,,	Swift, Quinton	Labourer	7/6 per day	Deceased.
17 ,,	Barton, Frederick	Labourer	7/- per day	To Tramways.
7 Feb.	Maloney, Edward J.	Cleaner	7/- per day	To Tramways; a position saved.
14 ,,	Hackett, James	Sub-inspector	£310 per ann.	Deceased; a position saved.
26 ,,	Pritchard, Frederick	Painters' assistant	7/6 per day	Discharged.
1 Mar.	Cunningham, John	Cleaner	7/- per day	Resigned.
14 ,,	Ballinger, Michael	Striker	7/- per day	Left the service.
15 ,,	Cartwright, Thomas	Driver	14/- per day	Discharged.
21 ,,	Oxley, James	Traverser driver	7/6 per day	Resigned; a position saved.
29 ,,	M'Kenzie, Duncan	Striker	7/6 per day	Deceased.
30 ,,	Angus, William	Gasman	7/- per day	Deceased; a position saved.
8 April	Bartholomew, Albert	Shop boy	4/- per day	Discharged.
16 ,,	Phillips, James W.	Car builder	10/- per day	Deceased.
18 ,,	Duesbury, Henry	Marker-out	9/2 per day	Resigned.
19 ,,	Waring, John	Traverser driver	10/8 per day	Deceased.
4 May	Burt, James	Labourer	7/6 per day	Deceased.
9 ,,	Wadsworth, Ernest	Fireman	10/- per day	Resigned.
15 ,,	Abbott, Walter	Driver	14/- per day	Deceased.
17 ,,	Eames, George	Trimmer	10/8 per day	Deceased; position saved.
22 ,,	Pryor, William	Striker	8/- per day	Discharged.
27 ,,	Thompson, George	Gland-packer	10/- per day	Deceased.
29 ,,	Coutie, Joseph	Waggon builder	10/- per day	Deceased.
29 ,,	Sprague, Michael	Boilermakers' assistant	7/6 per day	Resigned.
14 June	Stevens, William	Fitter	10/8 per day	Resigned.

APPENDIX XXIV—*continued.*

Date.	Name.	Position.	Rate.	Remarks.
1894.		Chief Traffic Manager's Branch.		
5 June.	M'Neill, Maurice	Messenger	5/- per day	Deceased; position saved.
6 ,,	Bishop, George	Apprentice clerk	£70 per annum	Resigned; position saved.
7 ,,	Evans, Edward	Officer-in-charge	£150 per annum	Discharged.
15 ,,	Riley, Edward J.	Night officer	£140 per annum	Deceased; position saved.
20 ,,	Dries, Jane	Gatekeeper	7/- per week	Resigned.
20 ,,	Wildblaker, William	Apprentice clerk	£70 per annum	Discharged.
21 ,,	Hansen, Hannah	Station caretaker	15/- per week	Resigned; position saved.
22 July.	Atwill, Miss A.	Station caretaker	Free house	Resigned.
26 ,,	Pryer, Margaret	Gatekeeper	7/- per week	Resigned.
26 ,,	Martin, Sarah	Gatekeeper	7/- per week	Resigned.
27 ,,	Chaseling, Joshua	Gatekeeper	30/- per week	Retired.
30 ,,	Wilson, Rebecca	Gatekeeper	7/6 per week	Deceased.
31 ,,	Thomas, Thomas	Officer-in-charge	£130 per annum	Retired; position saved.
1 Aug.	Morris, Kate	Office cleaner	30/- per week	Resigned.
7 ,,	Pearson, William	Shunter	7/6 per day	Discharged; position saved.
10 ,,	Venterman, George	Brakesman	7/6 per day	Resigned; position saved.
13 ,,	Adams, Frederick L.	Junior clerk	£100 per annum	Discharged; position saved.
14 ,,	Dalton, Patrick	Porter	7/- per day	Deceased; position saved.
22 ,,	O'Keefe, Henry Wm.	Porter	7/- per day	Retired; position saved.
24 ,,	Curran, Michael	Guard	12/- per day	Retired; position saved.
28 ,,	Bryant, William	Porter	7/- per day	Resigned; position saved.
30 ,,	Wilson, Margaret	Gatekeeper	7/- per week	Resigned.
31 ,,	Cunningham, D.	Junior porter	5/- per day	To Tramways.
31 ,,	Pickin, James H.	Junior porter	5/- per day	To Tramways.
31 ,,	Blakey, George	Junior porter	5/- per day	To Tramways.
31 ,,	Hickey, Osterly J.	Junior porter	5/- per day	To Tramways.
1 Sept.	Reid, John S.	Junior porter	5/- per day	To Tramways.
1 ,,	Carr, Mrs. Agnes	Gatekeeper	7/6 per week	Discharged; position saved.
1 ,,	Brown, Henry F.	Traffic officer	£275 per annum	To Tramways.
2 ,,	Hurley, Lionel	Telephone boy	10/- per week	Discharged; position saved.
6 ,,	McAuliffe, William	Porter	7/- per day	Retired; position saved.
7 ,,	D'Argeavel, Robert	Night officer	£140 per annum	Retired; position saved.
7 ,,	O'Connor, John F.	Junior porter	5/- per day	To Tramways.
7 ,,	Henson, Frederick J.	Junior porter	5/- per day	To Tramways.
7 ,,	Moore, Robert W.	Junior porter	5/- per day	To Tramways.
7 ,,	Green, Theophilus	Junior porter	5/- per day	To Tramways.
7 ,,	Oliver, Edward	Junior porter	5/- per day	To Tramways.
7 ,,	Gagen, Edward	Platform inspector	12/- per day	Retired; position saved.
7 ,,	Green, George Hy.	Junior porter	5/- per day	To Tramways.
7 ,,	Costelloe, Albert	Junior porter	5/- per day	To Tramways.
7 ,,	Wolfenden, Horace	Junior porter	5/- per day	To Tramways.
7 ,,	Booth, Benjamin	Messenger	5/- per day	To Tramways.
7 ,,	Godding, Thomas	Junior porter	5/- per day	To Tramways.
8 ,,	Goodyer, Ambrose	Junior porter	5/- per day	To Tramways.
8 ,,	Morse, William Jno.	Junior porter	5/- per day	To Tramways.
8 ,,	Butler, James D.	Junior porter	5/- per day	To Tramways.
8 ,,	Jones, John F.	Junior porter	5/- per day	To Tramways.
8 ,,	Taylor, Abraham	Junior porter	5/- per day	To Tramways.
8 ,,	Humphreys, Frederick	Junior porter	5/- per day	To Tramways.
10 ,,	Smith, Albert	Junior porter	5/- per day	To Tramways.
10 ,,	Hargreaves, Herbert	Junior porter	5/- per day	To Tramways.
10 ,,	Greathead, John	Junior porter	5/- per day	To Tramways.
10 ,,	Lillycrop, Frederick	Junior porter	5/- per day	To Tramways.
10 ,,	Haydon, Henry	Junior porter	5/- per day	To Tramways.
10 ,,	Cook, William	Junior porter	5/- per day	To Tramways.
10 ,,	Fraser, William R.	Junior porter	5/- per day	To Tramways.
10 ,,	Woods, Robert	Junior porter	5/- per day	To Tramways; position saved.
11 ,,	Horrocks, Benjamin	Junior porter	5/- per day	To Tramways.
11 ,,	Jones, Thomas	Junior porter	5/- per day	To Tramways.
11 ,,	Sylvester, Arthur	Junior porter	5/- per day	To Tramways.
11 ,,	Wilson, Henry	Junior porter	5/- per day	To Tramways.
11 ,,	Morrison, Cecil	Junior porter	5/- per day	To Tramways.
11 ,,	Gowers, James	Junior porter	5/- per day	To Tramways.
11 ,,	Magennis, Joseph J.	Junior porter	5/- per day	To Tramways.
11 ,,	Montgomery, Henry R.	Junior porter	5/- per day	To Tramways.
11 ,,	Wilkins, George T.	Junior porter	5/- per day	To Tramways.
17 ,,	Renahan, Joseph	Porter	7/- per day	To Tramways.
17 ,,	Clemow, James	Porter	7/- per day	To Tramways.
18 ,,	Doyle, Joseph	Porter	7/- per day	To Tramways.
18 ,,	Smith, James	Porter	7/- per day	To Tramways.
18 ,,	Charlton, Robert B.	Night officer	£130 per annum	Deceased.
20 ,,	Goulcher, Albert J.	Junior porter	5/- per day	To Tramways.
20 ,,	Castles, James	Gatekeeper	30/- per week & free house.	Retired.
21 ,,	Maher, Richard	Guard	10/- per day	Deceased.
22 ,,	Plant, Frank	Porter	7/- per day	Discharged; position saved.
24 ,,	Cameron, Fanny	Gatekeeper	7/- per week	Resigned.
24 ,,	Mohr, Mary	Gatekeeper	15/- per week & free house.	Discharged; position saved.
26 ,,	Johnson, Francis C.	Station-master	£400 per annum	Deceased.
27 ,,	Bryant, Mrs. S.	Gatekeeper	Free house	Resigned.
27 ,,	O'Flanagan, William	Porter	7/6 per day	Discharged.
1 Oct.	Tollis, Samuel J.	Junior clerk	£30 per annum	Resigned.
2 ,,	Gregg, Mary	Gatekeeper	Free house	Resigned.
3 ,,	Leeding, Andrew	Night officer	£140 per annum	Resigned.
5 ,,	Wilson, Mrs. M.	Gatekeeper	Free house	Resigned.
6 ,,	Turner, Joseph F.	Junior porter	5/- per day	To Tramways.
6 ,,	Cabusse, Arthur F.	Junior clerk	£110 per annum	Retrenchment.
7 ,,	Nolan, Harold	Apprentice clerk	£40 per annum	To Traffic Audit Branch.
13 ,,	Hughes, Richard	Shunter	7/6 per day	Resigned.
15 ,,	Doyle, Francis J.	Junior clerk	£120 per annum	To Tramways.
16 ,,	M'Pherson, John W.	Junior porter	2/6 per day	Resigned.
18 ,,	Hanna, Elizabeth	Gatekeeper	Free house	Resigned.
19 ,,	Quilty, James R.	Night officer	£130 per annum	Discharged.
22 ,,	Madden, Henry R.	Operator	£80 per annum	Discharged.
23 ,,	Yeomans, Sydney	Junior porter	3/4 per day	Resigned.
26 ,,	Islip, William	Gatekeeper	7/- per day	Deceased.
28 ,,	Cassavan, William	Porter	8/- per day	Discharged; position saved.
1 Nov.	Cavanough, Percy	Porter	7/- per day	Resigned; position saved.
2 ,,	Pearson, John	Shunter	8/- per day	Discharged.
3 ,,	Hall, James D.	Junior porter	2/6 per day	To Locomotive Branch.
8 ,,	Cooper, Henry	Porter	8/- per day	Resigned.
8 ,,	Mullen, Frank	Junior porter	4/3 per day	Discharged.
12 ,,	Bowler, Mrs. E.	Gatekeeper	5/- per week and free house.	Resigned.
12 ,,	Mason, Mrs. A.	Gatekeeper	7/- per week	Resigned.
13 ,,	Gow, David	Gatekeeper	2/6 per day	Resigned.
20 ,,	Bone, John	Guard	10/-6 per day £0 p. a. Postal.	Deceased; position saved.
30 ,,	Smith, William R.	Junior porter	5/- per day	To Tramways.
1 Dec.	Fortune, William	Assistant berthing master.	£170 per annum	Retired; position saved.
3 ,,	Kissell, Elizabeth	Gatekeeper	Free house	Resigned.
11 ,,	Olfson, John	Porter	7/- per day	Discharged; position saved.
13 ,,	Fisher, Thomas H.	Junior porter	5/- per day	To Tramways.
14 ,,	Lyneham, Frederick	Gatekeeper	Free house	Resigned.

APPENDIX XXIV—*continued.*

Date.	Name.	Position.	Rate.	Remarks.
1894.		CHIEF TRAFFIC MANAGER'S BRANCH—*continued.*		
16 Dec.	Kerwick, Edward	Night officer	£130 per ann.	Discharged; a position saved.
18 ,,	Boyle, Mrs. Mary	Gatekeeper	7/- per week	Resigned.
20 ,,	Thomas, John	Gatekeeper	35/- per week	Deceased.
21 ,,	Smith, Andrew J.	Guard	9/- per day	Deceased.
21 ,,	Buckpitt, William	Porter	7/- per day	Deceased.
27 ,,	Middleton, Alexander	Junior porter	5/- per day	To Tramways.
31 ,,	Morris, William Charles	Junior porter	5/- per day	To Tramways.
1895.				
4 Jan.	M'Donald, Randolph	Guard	9/- per day	Discharged; a position saved.
7 ,,	King, William	Junior porter	5/- per day	Resigned; a position saved.
7 ,,	Rogan, Michael	Porter	7/- per day	Discharged; a position saved.
9 ,,	Gibson, John	Porter	7/- per day	Discharged.
10 ,,	Mortlock, Mary	Gatekeeper	7/- per week	Resigned.
10 ,,	Moran, Mrs. Margaret	Gatekeeper	7/- per week	Resigned.
10 ,,	Smith, Charlotte	Barrack attendant	25/- per week	Discharged; a position saved.
17 ,,	Griffen, Jane	Gatekeeper	Free house	Resigned.
21 ,,	Carney, James	Junior clerk	£80 per ann.	Resigned; a position saved.
21 ,,	Bennett, George H.	Junior porter	5/- per day	To Tramways.
24 ,,	Bannister, Elizabeth	Gatekeeper	Free house	Resigned.
24 ,,	Clarke, Priscilla	Gatekeeper	7/- per week	Resigned.
29 ,,	Bennett, Elizabeth	Station caretaker	Free house	Resigned.
30 ,,	Mullaron, James	Officer-in-charge	£140 per ann.	Deceased.
5 Feb.	Purlane, James	Junior clerk	£120 per ann.	Resigned; a position saved.
7 ,,	Kay, Mrs.	Gatekeeper	7/- per week	Resigned.
10 ,,	Allen, John	Porter	7/- per day	Deceased; a position saved.
17 ,,	Webb, Amelia	Gatekeeper	Free house	Resigned.
20 ,,	Hanley, Henrietta	Gatekeeper	Free house	Resigned.
21 ,,	Wall, Marian	Barrack attendant	12/- per week	Discharged.
22 ,,	York, Lucy	Gatekeeper	Free house	Resigned.
26 ,,	Edwards, John	Junior porter	5/- per day	To Tramways.
27 ,,	Dulting, Mrs. Emily	Gatekeeper	5/- per week and free house.	Resigned.
29 ,,	Crawford, Thomas	Operator	£80 per ann.	Resigned; a position saved.
2 Mar.	May, Robert	Junior porter	2/6 per day	Resigned.
4 ,,	Bear, Samuel	Night officer	£150 per ann.	Resigned; a position saved.
6 ,,	Hammond, Alfred	Shunter	7/6 per day	Discharged; a position saved.
7 ,,	Doig, Walter	Guard	10/6 per day	Deceased; a position saved.
16 ,,	Davies, George William	Junior porter	5/- per day	To Tramways.
16 ,,	Reid, George	Porter	7/- per day	Discharged.
31 ,,	Kay, James	Gatekeeper	7/- per week	Discharged.
1 April	Brown, Frederick	Telegraph probationer	2/6 per week	Resigned.
4 ,,	Naylor, Florence	Gatekeeper	7/- per week	Resigned.
5 ,,	Johnson, Andrew	Junior porter	5/- per day	To Tramways.
5 ,,	Seery, Ellen	Station caretaker	Free house	Resigned.
6 ,,	Robinson, Christopher	Junior porter	5/- per day	Resigned.
12 ,,	Rice, Sarah	Gatekeeper	7/- per week	Resigned.
12 ,,	Clarke, Elizabeth	Gatekeeper	7/- per week	Resigned.
14 ,,	Gibbons, Mrs.	Gatekeeper	7/- per week and free house.	Resigned.
15 ,,	Reading, Jane	Gatekeeper	7/- per week	Resigned.
16 ,,	Pearce, William	Porter	7/- per day	Discharged; a position saved.
18 ,,	Green, Mary	Gatekeeper	Free house	Resigned.
18 ,,	Ryan, Mrs.	Gatekeeper	7/- per week	Deceased.
18 ,,	Cavanagh, Mary	Gatekeeper	Free house	Resigned.
2 May.	Hargraves, Emma	Gatekeeper	Free house	Resigned.
4 ,,	Richardson, Arthur	Porter	7/- per day	Deceased; a position saved.
8 ,,	Scully, James	Junior porter	5/- per day	To Secretary's Office.
10 ,,	Dunne, James H.	Junior porter	5/- per day	Discharged.
14 ,,	Sinclair, Jane	Gatekeeper	10/- per week and free house.	Deceased.
15 ,,	Daly, John	Porter	7/6 per day	Discharged.
15 ,,	Brien, James	Gatekeeper	7/6 per day	Retired; a position saved.
23 ,,	Day, Frederick	Porter	7/- per day	Discharged.
28 ,,	Irving, George	Porter	7/- per day	Discharged; a position saved.
1 June.	Gradden, Walter	Porter	7/- per day	Discharged; a position saved.
3 ,,	Irwin, Henry	Gatekeeper	15/- per week	Discharged.
6 ,,	M'Sullia, Lawrence	Porter	7/- per day	Discharged.
6 ,,	Watts, Mrs.	Gatekeeper	Free house	Resigned.
11 ,,	Crane, William A.	Junior porter	5/- per day	Discharged.
13 ,,	Christie, Edward	Shunter	7/6 per day	Discharged; position saved.
14 ,,	Hayhow, John	Junior porter	5/- per day	To Tramways.
16 ,,	Webster, Alfred	Guard	9/6 per day	Deceased; a position saved.
20 ,,	Palmer, David	Porter	7/- per day	Discharged.
20 ,,	McConville, Charles	Shunter	7/- per day	Deceased.
20 ,,	Rees, Matilda	Gatekeeper	10/- per week and free house.	Discharged.
23 ,,	Williams, Jemima	Gatekeeper	7/- per week	Resigned.
24 ,,	Markham, Josiah	Gatekeeper	Free house	Discharged; position saved.
25 ,,	Prentice, John	Gatekeeper	15/- per week	To Locomotive Branch.
26 ,,	Campbell, Sarah	Station caretaker	10/- per week	Resigned.
1894.		SIGNAL AND INTERLOCKING BRANCH.		
1 July.	Evans, Charles	Blacksmith	11/2 per day	Deceased.
29 Nov.	James, George B.	Blacksmith	10/8 per day	Retrenchment.
1895.				
14 Feb.	Walmsley, Matthew	Screwer	8/8 per day	Deceased; a position saved
1894.		PROPERTY AND ESTATE BRANCH.		
30 Sept.	Vogan, Arthur J.	Clerk	£170 per ann.	Resigned; position saved.
1894.		COMPTROLLER OF STORES BRANCH.		
1 Aug.	Handfield, Charles A.	Clerk	£265 per ann.	Retrenchment.
1895.				
18 Jan.	Earls, Michael	Issuer	9/- per day	Discharged.
19 April	Egan, Michael	Storeman	8/- per day	Retired.
1894.		ELECTRICAL ENGINEER'S BRANCH.		
6 Aug.	Hickey, Cornelius	Telegraph messenger	3/4 per day	Discharged; position saved.
13 Sept.	Flanders, William	Probationer	2/6 per week	To Traffic branch; position saved.
18 ,,	Williams, Robert	Junior fitter	2/6 per day	To Traffic branch; position saved
22 ,,	Ross, Henry	Operator	£80 per ann.	Discharged; position saved.
25 ,,	Abbott, John	Telegraph messenger	12/6 per week	To Traffic branch.
1 Oct.	Hurst, William	Messenger	3/4 per day	To Traffic Branch; position saved.
2 ,,	Jarman, George H.	Probationer	2/6 per week	To Traffic Branch.
19 Nov.	Bailey, William D.	Probationer	2/6 per week	To Traffic Branch.
22 Dec.	Shoobert, Hilton	Messenger	12/- per week	Resigned.
1895.				
7 Jan.	Knox, Samuel	Operator	£80 per ann.	To Secretary's Branch; a position saved.

APPENDIX XXV.

Report of the Tramway Locomotive Superintendent.

Randwick, 31 July, 1895.

To the Secretary to the Railway Commissioners.

Sir,

I have the honor to submit, for the information of the Railway Commissioners, the following report on the working of the Locomotive Department of the Tramways for the year ending June 30th, 1895.

The whole of the rolling-stock, machinery, and plant of the various lines has been maintained in good and efficient condition, while at the same time renewed effort has been made to curtail the cost of working.

SYDNEY CITY AND SUBURBAN LINES.

The Cable Tramway from King-street to Ocean-street, a distance of 2 miles 32 chains, was opened for traffic on 19th September, and although interruptions, inseparable from a new undertaking of this kind, were experienced at first, the service is now conducted in a much more satisfactory manner. An important advance in Cable Tramway practice has been, by the direction of the Commissioners, introduced on this system, namely, the fitting of the cars with an air-brake. The work is now being completed as rapidly as possible, and, judging from the operation of the cars already running with the new brake, the improvement is very marked. The rolling stock consists of twenty grip cars and twenty-five trail cars, the average number in use daily being seventeen of each description.

Two horse-cars to work the light traffic on the Cook's River Road section have been added to the stock, and seven cars have been renewed out of working expenses at a cost of £2,604, and although there was no similar outlay in the preceding year, it is gratifying to note that the total cost is less than it was in that year. The motors and cars, &c., overhauled and renovated in the workshops during the year, were as follows:—

Motors.—58 received general overhaul; 78, heavy repairs; 402, minor repairs; occupying from one to seven days each, and 180 had casual repairs effected.

Cars.—121 were thoroughly overhauled and repainted; 171 repaired and partially repainted; while 870 received minor repairs, occupying about one day each. In addition to the foregoing, 1 70-passenger car for the steam lines and 2 14-passenger horse-cars have been constructed, while 28 road watering tanks, 31 service trucks, and 36 cars for other lines have received necessary repairs.

NORTH SHORE CABLE LINE.

The engines and machinery of this line have worked smoothly throughout the year. The wire cable brought into use on the first erection on 8th April, 1894, was replaced on 1st June last, having given a life of 420 days and 89,731 train miles. Although this result is not so good as that of the rope it replaced, it compares favourably with all other cables used on this line. The grip and trail cars are now being thoroughly overhauled and repainted; five were completed during the latter part of the year just closed, and the remainder will be completed as quickly as possible. Since 28th February the generator of the Military Road Electric Tramway has been driven from the cable engines instead of by a separate engine as formerly, and a considerable reduction in the consumption of fuel for both systems has resulted.

MILITARY ROAD OVERHEAD ELECTRIC LINE.

The new multipolar generator and four G.E. 800 motors obtained for this line have been brought into use, and the motor-cars are now able to haul two trailers. The improvement thus afforded for carrying the increasing traffic of this line is much appreciated.

NEWCASTLE CITY AND SUBURBAN LINES.

The working of these lines including the new extensions to Merewether and Tighe's Hill has increased the train mileage, but the operating expenses per mile run have been reduced. The former shows an increase of 123,952 miles over the running of the previous year, while the latter fell to 8·62d. as against 10·93d. in 1894. The cost is about 6d. per train mile less than the cost in Sydney which is owing to the lighter nature of the service required, coupled with the advantage derived from the practically new engines brought into use on the opening of the extensions.

KOGARAH TO SANS SOUCI AND MORPETH TO EAST MAITLAND LINES.

The rolling stock has been maintained in good order, and the traffic requirements fully met.

GEO. DOWNE,
Locomotive Superintendent.

APPENDIX XXVI.

Report of Engineer for Tramways.

Tramway Department, Office of Engineer for Tramways, July, 1895.

To the Secretary to the Railway Commissioners,—

Sir,

I have the honor to submit, for the information of the Railway Commissioners, my Annual Report on the condition of the existing Tramways for the year ending 30th June, 1895.

With the exception of the duplication of the Waverley line from Bondi Junction to Charing Cross, a distance of 54½ chains, no additional mileage has been added to the City and Suburban steam Tramways. The cable line from the foot of King-street to Ocean-street, Woollahra, a length of 2 miles 32 chains, has, however, been opened for traffic. The permanent-way along this line has been constructed in a substantial manner; the cost of maintenance, therefore, will be comparatively light for some years to come.

Owing to the falling off in the Tramway earnings the most careful economy has been necessary. The Tramways throughout, however, have been generally well maintained. During the year 10,458 tons of metal were used in macadamising the track. I may add, however, that in consequence of the unsatisfactory manner in which some of the roads are kept outside the tramway area, and along which the tramways run, an undue amount of vehicular traffic is diverted on to the tram-lines, causing increased expenditure.

Enmore Road, from the Newtown Railway Bridge to Stanmore Road, a length of 36½ chains of double track, has been relaid with 86-lb. grooved girder rails and wood paved. A portion of the Waverley line, between Bondi Junction and Charing Cross, a distance of 21½ chains, has also been relaid, 60-lb. T rails being used.

Very heavy rains fell in February last, doing considerable damage to the Botany, Coogee, and Bondi lines. Since then the drainage on the Bondi line has been considerably improved.

Although a good deal has been done to relay and generally improve the permanent-way, there now being 47 miles of single track, either relaid or constructed with heavy rails as against 4¼ miles in 1889, still there are about 33 miles of track with rails weighing 42 lbs. to the yard, the major portion of which should early be renewed. This more immediately applies to the Crown-street line, and portions of the Botany, Marrickville, and Leichhardt lines.

The North Shore Cable and Military Road Electric lines have been maintained in good order throughout the year. The same also applies to the Ashfield to Enfield line.

I have, &c.,

G. R. COWDERY,

Engineer for Tramways.

APPENDIX XXVII.

STATEMENT OF ACCOUNT OF THE EXPENDITURE AND REVENUE FOR YEAR 1895, WITH COMPARISONS FOR 1894 AND 1888.

TRAMWAYS.

DR.

EXPENDITURE.	YEAR ENDING JUNE 30, 1895.	CORRESPONDING PERIOD IN 1894.	CORRESPONDING PERIOD IN 1888.
CITY AND SUBURBAN.	£	£	£
To Maintenance of Way, Works, and Stations	28,914	42,138	29,002
Locomotive Power	93,219	97,331	115,367
Repairs and Renewals of Cars, &c.	13,220	11,005	13,678
Traffic Expenses	42,239	44,832	41,469
Compensation	2,124	3,448	603
General Charges	6,365	7,800	4,108
	186,081	206,554	204,227
NORTH SHORE CABLE.			
To Maintenance of Way, Works, and Stations	839	928	920
Running Expenses, &c.	4,574	4,781	4,031
Repairs and Renewals of Cars, Grippers, &c.	616	276	459
Traffic Expenses	2,013	1,971	1,202
General Charges	190	190	221
	8,232	8,146	6,833
NEWCASTLE AND PLATTSBURG. (Including Tighe's Hill and Merewether.)			
To Maintenance of Way, Works, and Stations	1,618	1,144	750
Locomotive Power	9,246	6,067	4,138
Repairs and Renewals of Cars, &c.	808	915	287
Traffic Expenses	4,034	2,898	2,843
General Charges	170	153	120
	15,875	11,177	8,136
ASHFIELD TO ENFIELD.			
To Maintenance of Way, Works, and Stations	307	312	.....
Locomotive Power	1,267	1,175	.....
Repairs and Renewals of Cars, &c.	69	32	.....
Traffic Expenses	330	317	.....
General Charges	26	27	.....
	1,999	1,863	.....
NORTH SHORE MILITARY ROAD ELECTRIC.			
To Maintenance of Way, Works, and Stations	435	428	.....
Running Expenses, &c.	1,276	876	.....
Repairs and Renewals of Cars, &c.	85	36	.....
Traffic Expenses	327	205	.....
	2,123	1,543	.....
OCEAN-STREET TO KING-STREET.			
To Maintenance of Way, Works, and Stations	825	.....	.....
Running Expenses, &c.	7,554	.....	.....
Repairs and Renewals of Cars and Grippers	2,699	.....	.....
Traffic Expenses	5,605	.....	.....
	16,683	.....	.....
Total Working Expenses ..... £	230,993	229,283	219,196
BALANCE, NET PROFIT (After paying working expenses.) ..... £	**51,323**	**48,911**	**17,323**
GRAND TOTAL ..... £	282,316	278,194	236,519

CR.

REVENUE.		YEAR ENDING JUNE 30, 1895.	CORRESPONDING PERIOD IN 1894.	CORRESPONDING PERIOD IN 1888.
		£	£	£
CITY AND SUBURBAN.				
By Passengers— Fares, &c.	Pass. Fares 54,173,917	230,583	250,809	221,060
NORTH SHORE CABLE.				
By Passengers— Fares, &c.	2,534,890	10,552	11,683	7,248
NEWCASTLE AND PLATTSBURG. (Including Tighe's Hill and Merewether.)				
By Passengers— Fares, &c.	4,669,769	19,458	13,193	8,211
ASHFIELD TO ENFIELD.				
By Passengers— Fares, &c.	233,320	972	1,004	.....
NORTH SHORE ELECTRIC.				
By Passengers— Fares, &c.	445,491	1,856	1,505	.....
OCEAN-STREET TO KING-STREET.				
By Passengers— Fares, &c.	4,294,862	18,895	.....	.....
GRAND TOTAL ..... £		282,316	278,194	236,519

THOMAS HALL,
Chief Accountant.

APPENDIX XXVIII.

SCHEDULES under Working Expenses for the Year ending 30th June, 1895, with comparisons for 1894 and 1888.

CITY AND SUBURBAN TRAMWAYS.

Branches.	Year ending June 30, 1895.	Corresponding period in 1894.	Corresponding period in 1888.
Maintenance of Way and Works.	£	£	£
Salaries, office expenses, and general superintendence	1,529	1,502	580
Maintenance and renewals of permanent way, viz. † — Wages	18,423	25,017	17,581
Maintenance and renewals of permanent way, viz. † — Materials	8,687	15,331	9,332
Repairs and renewals of buildings	275	288	1,509
£	28,914	42,138	29,002
Locomotive Power.			
Superintendence and clerks	2,020	1,071	3,925
Foremen and Clerks	1,735	1,743	860
Drivers and firemen	43,330	44,862	37,523
Cleaners, coalmen, and labourers	9,010	9,267	10,724
Coal, coke, and wood	9,348	9,550	11,818
Water	1,417	1,481	1,104
Oil, tallow, and waste, &c.	2,168	2,838	2,739
Sundries	2,446	2,077	7,007
Repairs and renewals of engines — Wages	17,682	19,985	32,350
Repairs and renewals of engines — Materials	4,054	3,567	7,312
£	93,219	97,331	115,367
Cars and Waggons.			
Car repairs — Wages	6,144	5,976	9,604
Car repairs — Materials	6,693	4,612	3,559
Waggon repairs — Wages	28	14	97
Waggon repairs — Materials	19	6	61
£	12,884	10,608	13,321
Greasing and oiling — Wages — Traffic charge	231	249	236
Greasing and oiling — Materials — Traffic charge	105	148	121
£	336	397	357

Branches.	Year ending June 30, 1895.	Corresponding period in 1894.	Corresponding period in 1888.
Traffic Expenses.	£	£	£
Traffic Manager's office and staff	1,904	1,874	2,131
Clerks	919	1,019	922
Staffmen, pointsmen, and flagmen	5,015	5,465	5,833
Conductors	22,709	23,895	19,433
Car-cleaners, shunters, and lamp-trimmers	4,114	5,038	5,393
Stores	1,926	2,568	1,833
Advertising, printing, and stationery	1,434	1,221	317
Travelling and incidental	180	176	215
Sundries	4,038	3,586	5,392
£	42,239	44,832	41,469
Compensation.			
For personal injury	2,025	3,314	603
For damage to vehicles, &c.	99	134	.....
£	2,124	3,448	603
Gratuities to widows and children of employees who have met with accident, also gratuities to staff on retirement and payments to the Civil Service Fund on account of pension allowance	535	980	.....
General Expenses.			
Commissioners, Secretary, and office staff	1,332	1,332	760
Accountant's Branch	1,250	1,250	553
Audit Branch	1,331	1,398	1,040
Stores Branch	390	393	1,196
Sundries †	1,527	2,447	559
£	5,830	6,820	4,108
GRAND TOTAL £	186,081	206,554	204,227

† 1895 includes £1,296, and 1894 £2,314, for commission on sale of tickets, which was deducted from the earnings in 1888.

APPENDIX XXIX.

APPENDIX XXX.

SCHEDULES under Working Expenses for the Year ending the 30th June, 1895, with comparisons for 1894 and 1888.

North Shore Cable Tram.

Branches.	Year ending June 30, 1895.	Corresponding period in 1894.	Corresponding period in 1888.
Permanent Way Branch.	£	£	£
Superintendence and Office Expenses	47	38	12
Repairs and Renewals of Line, Sidings, Buildings, &c.	792	890	908
£	839	928	920
Locomotive Branch.			
RUNNING, &c.			
Superintendence and Office Expenses	321	335	43
Repairs to Machinery, Tools, &c.	180	154	231
Wages of Drivers, Firemen, Cleaners, Grippmen, and others	2,352	2,318	1,667
Cost of Fuel, Running Stores, &c.	653	1,037	953
Repairs to Stationary Engines, Cables, &c.	1,068	937	1,137
£	4,574	4,781	4,031
Repairs to Cars, Grippers, &c.	616	276	459
Traffic Branch.			
Management and Office Expenses	83	77	.....
Wages of Conductors, and others	1,718	1,757	1,171
Sundry charges including Stores, &c.	212	137	31
£	2,013	1,971	1,202
General Charges.			
Proportion of General Establishment, &c.	190	190	221
GRAND TOTAL	8,232	8,146	6,833

Plattsburg (including Tighe's Hill and Merewether Lines).

Branches.	Year ending June 30, 1895.	Corresponding period in 1894.	Corresponding period in 1888.
Permanent Way Branch.	£	£	£
Superintendence and Office Expenses	54	60	1
Maintenance of Lines, Sidings, Bridges, Buildings, &c.	1,564	1,084	749
£	1,618	1,144	750
Locomotive Branch.			
Locomotive Superintendent, Foremen, and Clerks	204	219	47
Locomotive Drivers, Firemen, Cleaners, and others	5,168	3,274	2,099
Coal, Coke, Water, Oil, Tallow, Waste, &c.	1,889	1,071	967
Repairs and Renewals of Engines	1,925	1,503	1,023
£	9,245	6,067	4,136
Repairs to Cars, &c. £	808	915	287
Traffic Branch.			
Traffic Manager and Office Staff	541	427	160
Conductors, Staffmen, Pointsmen, Car-cleaners, &c.	3,108	2,062	2,408
Sundry charges including Stores, &c.	385	409	275
£	4,034	2,898	2,843
General Charges.			
Proportion of General Establishment, &c. £	170	153	120
GRAND TOTAL £	15,875	11,177	8,136

APPENDIX XXXI.

STATEMENT showing the cost of Construction and cost per Mile open on different Sections of the Tramway Lines on the 30th June, 1895.

Particulars.		Length in Miles.	Total Cost.	Cost per Mile.
Sydney, City, and Suburban—		ms. chs.	£	£
Railway Station to Bridge-street		1 59	95,591	55,016
Liverpool-street to Randwick and Coogee		5 9	113,436	22,188
Darlinghurst Junction to Waverley and Woollahra		4 40	60,300	13,400
Waverley to Bondi Beach		2 8	38,197	18,189
Waverley to Randwick		1 30	11,182	6,390
Crown-street Junction to Cleveland-street		0 69	16,069	18,631
Railway Station to Glebe and Forest Lodge		2 25	40,050	17,310
Newtown and Parramatta-street Junction to Dulwich Hill		4 7	63,290	15,486
Forest Lodge Junction to Leichhardt, Five Dock, and Abbotsford		6 57	61,409	9,148
Railway Station Junction to Botany		6 66	90,787	13,302
Forest Lodge to Gladstone Park, Balmain		2 66	28,470	10,078
Newtown Bridge to St. Peters		0 63	13,199	16,761
Redfern to Moore Park		1 6	18,558	17,263
Average cost of Construction		40 25	650,546	16,138
Tramway Workshops	£35,261			
Rolling Stock	241,775			
Machinery	12,342			
Furniture	2,113	.....	311,491	.....
Total and average cost per mile		40 25	962,037	23,864
Ashfield to Enfield—				
Cost of construction		1 78	12,581	6,370
Rolling-stock		.....	3,386	.....
Total and average cost per mile		1 78	15,967	8,085
North Shore Cable—				
Cost of construction		2 11	90,739	42,451
Rolling-stock	7,811		.....	.....
Machinery	16,078	.....	23,889	.....
Total and average cost per mile		2 11	114,628	53,627
North Shore Electric—				
Cost of construction		2 13	17,697	8,153
Rolling-stock	7,148		.....	.....
Machinery	1,852	.....	9,000	.....
Total and average cost per mile		2 13	26,697	12,345
Flattsburg, including Tighe's Hill and Merewether—				
Cost of construction		12 1	106,350	8,853
Rolling-stock	30,631	.....	.....	.....
Machinery	303	.....	30,934	.....
Total and average cost per mile		12 1	137,284	11,428
King-street, Sydney, to Ocean-street, Woollahra, Cable—				
Cost of construction		2 32	128,432	53,513
Rolling-stock	15,788		.....	.....
Machinery	27,406		.....	.....
Furniture	279	.....	43,473	.....
Total and average cost per mile		2 32	171,905	71,627
Total cost of all lines and average cost per mile		61 00	1,428,518	23,418

APPENDIX

APPENDIX XXXII.

Return showing the Number of City and Suburban Passenger Fares collected, Tram Mileage, Earnings, Working Expenses, Percentage of Working Cost to Earnings, Capital Spent on lines open, and Interest on Capital Invested for each year from 1879 to 1895 inclusive.

CITY AND SUBURBAN.

Year.	Length of Line.	Number of Passenger Fares collected.	Tram mileage.	Total Earnings.	Working Expenses.	Earnings per Tram Mile.	Working Cost per Tram Mile.	Percentage of Working Cost to Gross Earnings.	Net Earnings.	Capital spent on lines open.	Interest on Capital invested
	Miles.			£	£				£	£	
1879*	1½	443,841	13,270	4,416	2,278	79·87	41·19	51·59	2,138	22,269	33·00
1880	4	2,086,887	84,074	18,990	13,444	54·18	38·38	70·83	5,536	60,218	12·34
1881	9¼	7,090,125	296,906	62,549	52,107	50·56	42·12	83·31	10,442	169,450	6·16
1882	22	15,269,100	670,649	126,202	103,136	45·16	36·91	81·72	23,066	412,561	6·80
1883	25	25,684,285	1,076,096	190,699	178,877	42·53	39·89	93·80	11,822	544,105	2·22
1884	27½	30,202,303	1,242,491	219,942	215,167	42·48	41·56	97·83	4,775	643,111	0·76
1885	27½	†30,594,753	1,220,500	223,340	207,995	43·91	40·90	93·13	15,345	708,109	2·17
1886	27½	52,977,578	1,222,943	226,367	201,737	44·42	39·59	89·12	24,630	742,113	3·37
1887	29¾	50,108,256	1,220,026	214,125	201,468	42·12	39·63	94·08	12,657	731,582	1·76
1888	29½	51,563,197	1,246,543	221,060	204,227	42·56	39·32	92·38	16,833	742,555	2·22
1889	29½	52,810,026	1,338,386	225,833	206,092	40·49	36·95	91·25	19,741	771,255	2·56
1890	30½	57,463,650	1,474,646	249,508	207,517	40·60	36·46	83·17	41,991	799,555	5·31
1891	33½	62,676,636	1,553,048	270,365	221,505	41·78	34·23	81·92	48,860	857,455	5·74
1892	37	65,299,063	1,613,443	279,321	229,145	41·55	34·09	82·04	50,176	932,907	5·34
1893	38	63,588,885	1,681,232	271,041	214,824	38·69	30·67	79·26	56,217	947,775	5·94
1894	40¼	58,773,094	1,737,846	250,809	206,554	34·64	28·53	82·35	44,255	954,035	4·64
1895	40¼	54,173,917	1,740,235	230,583	186,081	31·80	25·66	80·70	44,502	962,037	4·62

* The line was opened for three and a half months only in 1879, and for part of this period was worked with horse-power.

† Up to the year 1885, 3d. cash fares and 2d. tickets were counted as single fares; from 1886, inclusive, all tickets issued were at 1d. values, and cash fares paid are in this Return calculated at same rate.

APPENDIX XXXIII.

TRAMWAYS.

Return of the number and nature of Accidents, and the Injuries to Life and Limb, which occurred on the Tramways from 1st July, 1894, to 30th June, 1895.

Date.	Servants of Department.		Passengers.		Other than Passengers.		Nature of Accident.
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	
1894.							
1 July	.....	.....	.....	1	.....	.....	Left tram in motion.
17 ,,	.....	.....	.....	.....	.....	1	Collided with water-tank.
31 ,,	.....	.....	.....	1	.....	.....	Left car in motion.
12 August	.....	.....	.....	.....	.....	1	Cab collided with motor.
24 ,,	.....	.....	.....	.....	.....	1	Horse bolted and collided with motor.
26 ,,	.....	.....	.....	1	.....	.....	Left tram in motion.
18 September	.....	.....	.....	1	.....	.....	Ran in front of dummy.
25 ,,	.....	1	.....	.....	.....	.....	Cab collided with dummy.
5 October	.....	.....	.....	.....	.....	1	Horse collided with car.
13 December	.....	.....	.....	1	.....	.....	Left tram in motion.
24 ,,	.....	.....	.....	.....	.....	1	Attempted to enter car in motion.
25 ,,	.....	.....	.....	.....	1	.....	Crushed between car and wall.
1895.							
9 January	.....	1	.....	.....	.....	.....	Knocked off car.
15 ,,	.....	.....	.....	.....	1	.....	Knocked down by motor.
20 February	.....	.....	.....	.....	1	.....	Attempted to enter car in motion.
25 ,,	.....	.....	1	.....	.....	.....	Fell off car.
1 March	.....	.....	.....	.....	.....	1	Horse stumbled on line.
6 ,,	.....	.....	.....	.....	.....	1	Knocked down by motor.
17 April	.....	1	.....	.....	.....	.....	Knocked off car.
8 ,,	.....	.....	.....	.....	1	.....	Ran in front of dummy and slipped.
3 June	.....	.....	.....	.....	.....	1	Knocked down by motor.
4 ,,	.....	1	.....	.....	.....	.....	Slipped off foot board of car.
25 ,,	.....	.....	.....	1	.....	.....	Left tram in motion.
26 ,,	.....	.....	.....	.....	.....	1	Cart collided with motor.
29 ,,	.....	.....	.....	1	.....	.....	Left tram in motion.
29 ,,	.....	.....	.....	1	.....	.....	Left tram in motion.

APPENDIX XXXIV.

NEW SOUTH WALES GOVERNMENT TRAMWAYS.

RETURN showing the Appointments of Tramway Employés from 1st July, 1894, to 30th June, 1895.

Date.	Name.	Position.	Rate.	Remarks.
1894.		TRAMWAYS—LOCOMOTIVE BRANCH.		
3 Sept.	Prendold, George	Fitter	10/- per day	From Railways, *vice* R. Shankdule.
8 "	Cullen, Alexander	Stationary engine driver	11/- per day	From Railways, for new opening, Ocean-st. Cable Tramway.
9 "	Hepiton, William	Lamp trimmer	2/6 per day	*Vice* J. Johnston.
17 "	Clemow, James	Labourer	7/- per day	From Railways, *vice* E. Waters.
17 "	Renahan, Joseph	Labourer	7/- per day	From Railways, *vice* A. C. Taylor.
17 "	Humphreys, Frederick	Gripman	7/6 per day	From Traffic Branch, Tramways.
5 Oct.	Frappell, Arthur	Shop boy	2/6 per day	*Vice* J. Carpenter.
10 "	Bedford, Stephen	Boy labourer	5/- per day	*Vice* R. Chapman.
15 "	Doyle, Francis J.	Junior clerk	£120 per annum	From Railways.
1894.		TRAMWAYS—TRAFFIC BRANCH.		
7 Aug.	Rice, William	Gripman	7/6 per day	From Locomotive Branch, Tramways
8 "	Booth, Benjamin A.	Gripman	7/6 per day	From Railways.
31 "	Fickin, James H.	Gripman	7/6 per day	From Railways
31 "	Humphreys, Frederick	Gripman	7/6 per day	From Railways
31 "	Jones, John F.	Gripman	7/6 per day	From Railways
31 "	Cunningham, D.	Gripman	7/6 per day	From Railways
31 "	Hickey, Osterley J.	Gripman	7/6 per day	From Railways
31 "	Taylor, Abraham E.	Gripman	7/6 per day	From Railways
31 "	Goodyer, Ambrose	Gripman	7/6 per day	From Railways
1 Sept.	Brown, Henry F.	Tramway officer	£225 per ann.	From Railways
6 "	Moore, Robert W.	Conductor	6/6 per day	From Railways
7 "	Costellos, Albert M.	Junior conductor	5/- per day	From Railways
7 "	Wolfenden, Horace W.	Junior conductor	5/- per day	From Railways
7 "	Green, George H.	Junior conductor	5/- per day	From Railways
7 "	O'Connor, John F.	Junior conductor	5/- per day	From Railways
7 "	Oliver, Edward	Junior conductor	5/- per day	From Railways
7 "	Hanson, Frederick J.	Junior conductor	5/- per day	From Railways
7 "	Green, Theophilus V.	Junior conductor	5/- per day	From Railways
7 "	Godding, Thomas	Junior conductor	5/- per day	From Railways
10 "	Johnston, John	Junior conductor	5/- per day	From Locomotive Branch, Tramways
8 "	Hapdon, Henry	Gripman	7/6 per day	From Railways
8 "	Cook, William	Gripman	7/6 per day	From Railways
8 "	Morse, William J.	Gripman	7/6 per day	From Railways
8 "	Butler, James D.	Gripman	7/6 per day	From Railways
8 "	Weeks, Charles	Gripman	7/6 per day	From Railways
10 "	Fraser, William R.	Gripman	7/6 per day	From Railways
10 "	Hargraves, Herbert	Conductor	6/6 per day	From Railways
10 "	Wilson, Henry	Conductor	6/6 per day	From Railways
10 "	Smith, Albert T.	Conductor	6/6 per day	From Railways
10 "	Reid, John S	Conductor	6/6 per day	From Railways
10 "	Greatheard, John J.	Conductor	6/6 per day	From Railways
10 "	Lillycrop, Frederick	Conductor	6/6 per day	From Railways
10 "	Blakey, George	Conductor	6/6 per day	From Railways
10 "	Woods, Robert	Conductor	6/6 per day	From Railways
10 "	Waters, Edward	Gripman	7/6 per day	From Locomotive Branch, Tramways.
10 "	Taylor, Alfred G.	Gripman	7/6 per day	From Locomotive Branch, Tramways.
11 "	Horrocks, Benjamin J.	Conductor	6/6 per day	From Railways
11 "	Gowen, James	Conductor	6/6 per day	From Railways
11 "	Morrison, Cecil	Conductor	6/6 per day	From Railways
11 "	Jones, Thomas	Conductor	6/6 per day	From Railways
11 "	Sylvester, Arthur G.	Conductor	6/6 per day	From Railways
11 "	Wilkins, George T.	Conductor	6/6 per day	From Railways
11 "	Montgomery, Henry R.	Conductor	6/6 per day	From Railways
11 "	Magennis, Joseph J.	Conductor	6/6 per day	From Railways
12 "	Coulcher, Albert G.	Conductor	6/6 per day	From Railways
18 "	Smith James	Flagman	4/- per day	From Railways
18 "	Doyle, Joseph	Flagman	4/- per day	From Railways
1 Oct.	Smith, Frederick G. D.	Clerk	£220 per annum	From Railways; for new opening, Ocean-street Cable Tramway
7 "	Turner, Joseph F.	Junior conductor	5/- per day	From Railways; for new opening, Ocean-street Cable Tramway
17 Nov.	Coutts, Wallace B.	Flagman	6/- per day	Re-employed; *vice* C. Morrison.
21 "	Weine, Edward J.	Gripman	7/6 per day	From Permanent-way Branch, *vice* J. Khuse.
3 Dec.	Smith, William R.	Junior conductor	5/- per day	From Railways, *vice* J. Magennis.
4 "	Higgison, John	Assistant conductor	6/- per day	Re-employed, *vice* P. Quinn.
14 "	Fisher, Thomas H.	Junior conductor	5/- per day	From Railways, *vice* J. Butler.
27 "	Middleton, Alexander J.	Car cleaner	5/- per day	From Railways, *vice* J. Jones.
31 "	Morris, William C.	Conductor	6/6 per day	From Railways, *vice* A. Sylvester.
31 "	O'Grady, Timothy	Junior conductor	5/- per day	Re-employed, *vice* T. Carroon.
31 "	Warn, John E.	Junior conductor	5/- per day	Re-employed, *vice* F. Mitchell.
1895.				
9 Jan.	Barton, Frederick William	Conductor	6/6 per day	From Railways.
21 "	Bennett, George H.	Junior conductor	5/- per day	From Railways.
23 "	Mathieson, Kenneth	Junior conductor	6/- per day	From Secretary's Branch, *vice* D. B. Kidd.
28 "	Bates, Alfred	Assistant conductor	6/- per day	From Traffic Audit Branch, *vice* A Baggs.
4 Feb.	Maloney, Edward J.	Gripman	7/6 per day	From Railways.
5 "	Bailey, Samuel	Gripman	7/6 per day	From Railways, *vice* A. E. Hulme.
27 "	Edwards, John	Junior conductor	5/- per day	From Railways, *vice* W. J. Cockburn.
18 Mar.	Davies, George William	Conductor	6/6 per day	From Railways, *vice* G. H. Green.
5 April	Johnson, Andrew	Conductor	6/6 per day	From Railways, *vice* H. Hargreaves.
15 June	Haylow, John	Junior conductor	5/- per day	From Railways, *vice* G. Bennett.
1895.		TRAMWAYS—MAINTENANCE BRANCH.		
18 Feb.	Lawson, William	Labourer	7/6 per day	From Railways, *vice* W. Barker.

Remarks: For new opening Ocean-street Cable Tramway.

Remarks: Vice 18 men transferred from the Steam Tramways to the new opening Ocean-street Cable Tramway.

Remarks: For new opening Ocean-street Cable Tramway

APPENDIX XXXV.

RETURN of the total Amount paid for Wages on the different Branches of the Tramways, year ending 30th June, 1895, 1894, and 1888.

Branches.	1895.	1894.	1888.
TRAMWAYS:—	£	£	£
Maintenance Branch	24,413	27,166	30,824
Locomotive "	98,230	97,577	97,751
Traffic "	42,538	36,892	31,087
TOTAL, TRAMWAYS £	165,181	161,635	159,662

NOTE.—Includes all wages paid by the Department, whether on maintenance or new work.

APPENDIX XXXVI.

NEW SOUTH WALES GOVERNMENT TRAMWAYS.

RETURN showing the Removals of Tramway Employés from 1st July, 1894, to 30th June, 1895.

Date.	Name.	Position.	Rate.	Remarks.
1894.		TRAMWAYS—LOCOMOTIVE BRANCH.		
11 July	Love, James	Boilermaker	10/- per day	Retrenchment.
15 Aug.	Stockdale, Ralph	Fitter	10/2 per day	Resigned.
16 ,,	Carpenter, John	Shedman	8/- per day	Discharged.
7 Sept.	Rice, William	Fireman	6/6 per day	To Traffic Branch, Tramways; position saved.
7 ,,	Chapman, Richard	Labourer	7/- per day	Discharged.
10 ,,	Waters, Edward	Labourer	6/6 per day	To Traffic Branch, Tramways.
10 ,,	Taylor, Alfred G.	Labourer	7/- per day	To Traffic Branch, Tramways.
10 ,,	Johnston, John	Lamp-trimmer	6/- per day	To Traffic Branch, Tramways.
22 Oct.	Roe, John F.	Watchman	7/- per day	Deceased; position saved.
13 Nov.	Richardson, Arthur	Fireman	7/6 per day	Resigned.
28 ,,	Heady, Henry	Driver	14/- per day	Resigned; position saved.
8 Dec.	Goodier, Alban C.	Driver	14/- per day	Deceased; position saved.
12 ,,	O'Grady, Timothy	Cleaner	5/6 per day	Discharged; position saved.
12 ,,	Weldon, Albert E.	Cleaner	5/6 per day	Discharged; position saved.
17 ,,	Hurst, Alfred	Cleaner	5/6 per day	Discharged; position saved.
17 ,,	Weine, Annist C.	Cleaner	4/6 per day	Discharged; position saved.
17 ,,	Hippett, Henry J.	Cleaner	5/6 per day	Discharged; position saved.
1895.				
26 Jan.	Doody, John	Machinist	8/5 per day	Deceased.
19 April	Spillane, John	Labourer	7/- per day	Discharged.
7 May	Brown, Richard	Shop boy	2/6 per day	Left the Service.
1894.		TRAMWAYS—TRAFFIC BRANCH.		
11 July	Fennell, Edward G.	Conductor	9/- per day	Resigned.
17 Sept.	Humphreys, Frederick	Gripman	7/6 per day	To Locomotive Branch, Tramways.
19 ,,	Muir, John G. S.	Messenger	32/- per week	Resigned.
12 Oct.	Rice, William	Gripman	7/6 per day	Resigned.
3 Nov.	Quinn, Patrick	Conductor	9/- per day	Discharged.
3 ,,	Carleton, Thomas	Assistant conductor	6/6 per day	Discharged.
5 ,,	Lay, Charles	Conductor	9/- per day	Discharged.
5 ,,	Kidd, David B.	Assistant conductor	6/- per day	Discharged.
13 ,,	Morrison, Cecil	Conductor	6/6 per day	Discharged.
22 ,,	Doyle, James	Flagman	6/- per day	Discharged.
22 ,,	Sylvester, Arthur G.	Conductor	6/6 per day	Discharged.
1 Dec.	Magennis, Joseph J.	Junior conductor	5/- per day	To Railways.
7 ,,	Jones, John	Junior conductor	6/- per day	To Railways.
14 ,,	Butler, James D.	Conductor	6/6 per day	To Railways.
1895.				
6 Jan.	Cleary, Michael	Conductor	9/- per day	Deceased.
9 ,,	Baggs, Albert	Junior conductor	6/- per day	Discharged.
10 ,,	Lumley, Henry F.	Car cleaner	7/- per day	Discharged.
27 Feb.	Green, George Henry	Conductor	6/6 per day	Discharged.
3 April	Hargreaves, Herbert	Conductor	6/6 per day	Transferred to Traffic Railways.
13 ,,	Hoare, Martin	Assistant conductor	7/- per day	Deceased.
16 ,,	Smith, William R.	Junior conductor	6/- per day	Discharged.
30 ,,	Bellamy, William	Flagman	7/- per day	Discharged.
30 ,,	Webster, Andrew	Flagman	7/- per day	Discharged.
8 May	Wigg, George	Flagman	7/- per day	Discharged.
9 ,,	Tipping, William	Conductor	9/- per day	Discharged.
10 ,,	Brady, John P.	Junior conductor	6/- per day	Discharged.
11 ,,	Edward, William	Flagman	7/- per day	Resigned.
20 ,,	Warn, John E.	Junior conductor	5/- per day	Discharged.
1 June	Love, George	Junior conductor	6/6 per day	Discharged.
10 ,,	Bailey, Samuel	Gripman	7/6 per day	Discharged.
13 ,,	Bennett, George H.	Junior conductor	5/- per day	Transferred to Traffic Railways.
1894.		TRAMWAYS—MAINTENANCE BRANCH.		
17 July	Ingham, William	Labourer	6/6 per day	Discharged.
22 Sept.	Hession, John	Labourer	7/6 per day	Deceased.
21 Nov.	Weine, Edward J.	Labourer	7/6 per day	To Traffic Branch.
1895.				
18 Feb.	Barker, William	Labourer	7/6 per day	To Railways.
22 April	Ryan, John	Labourer	7/6 per day	Resigned.
31 May	Kirchner, John	Labourer	7/6 per day	Deceased.

APPENDIX XXXVII.

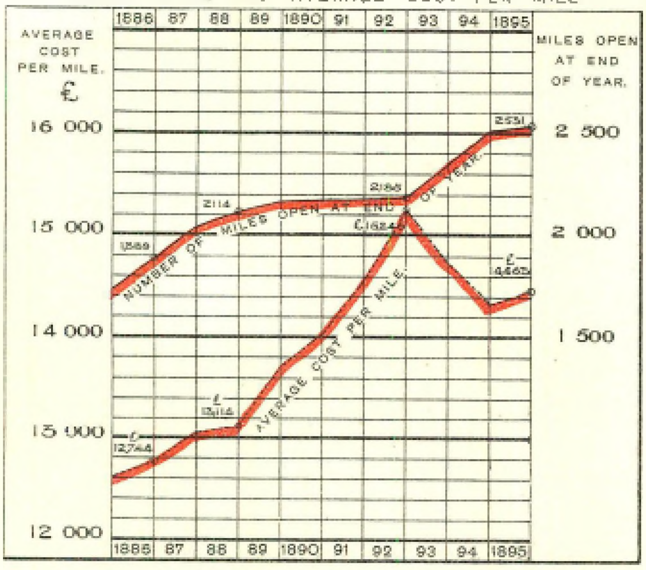
TRAMWAY Rolling Stock, 30 June, 1895.

	Motors.	Dummies.	Cars.	Trucks.	Water Tanks.	Total.
Sydney, City, and Suburban	103	.....	201	14	6	324
Military Road Electric	.....	.....	3	.....	.....	3
North Shore Cable	.....	13	23	.....	.....	36
Ocean-street Cable	.....	.....	45	.....	.....	45
Newcastle District	17	.....	30	2	.....	49
Total	120	13	302	16	6	457

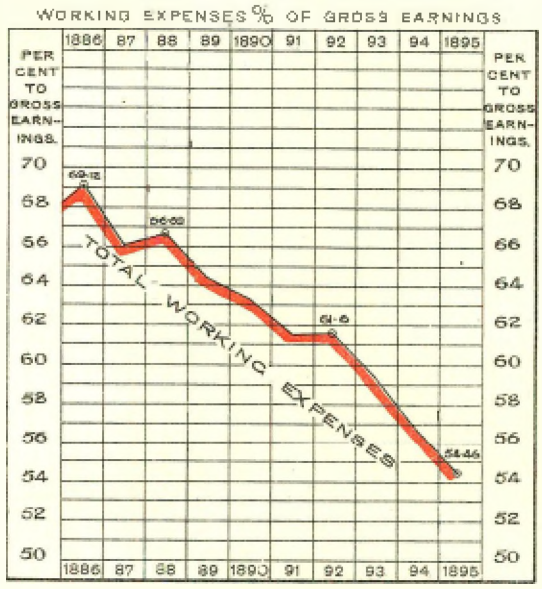
[Maps, &c.]

RAILWAYS

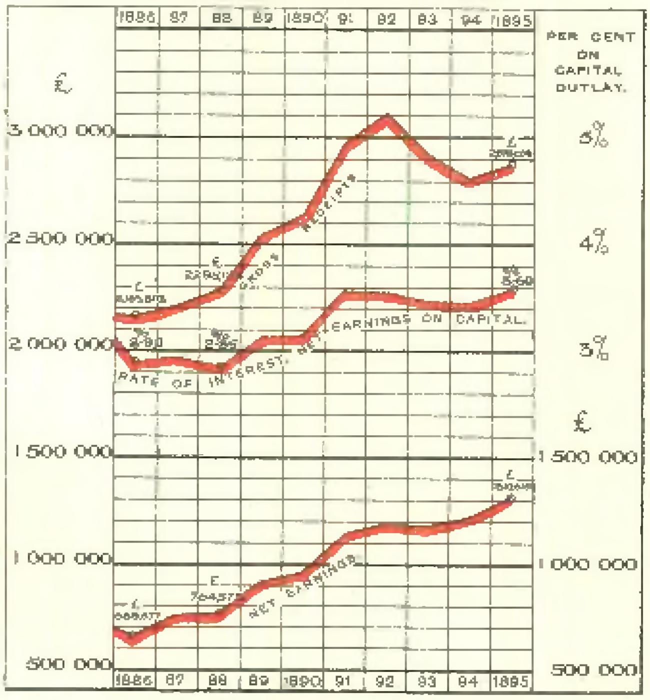
MILES OPEN, AND AVERAGE COST PER MILE



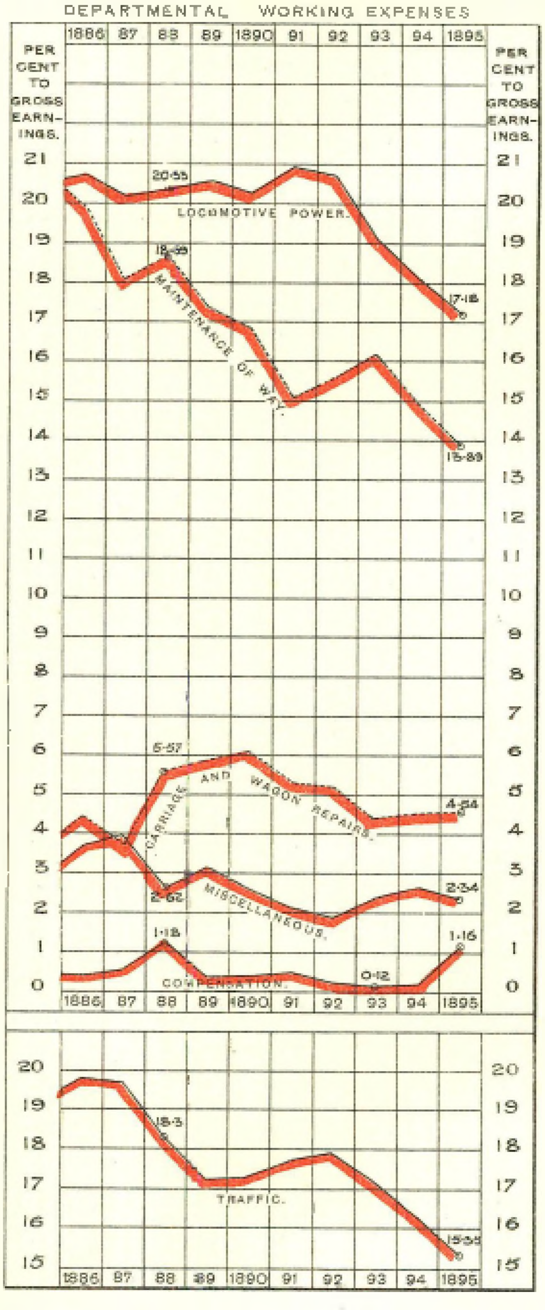
WORKING EXPENSES % OF GROSS EARNINGS



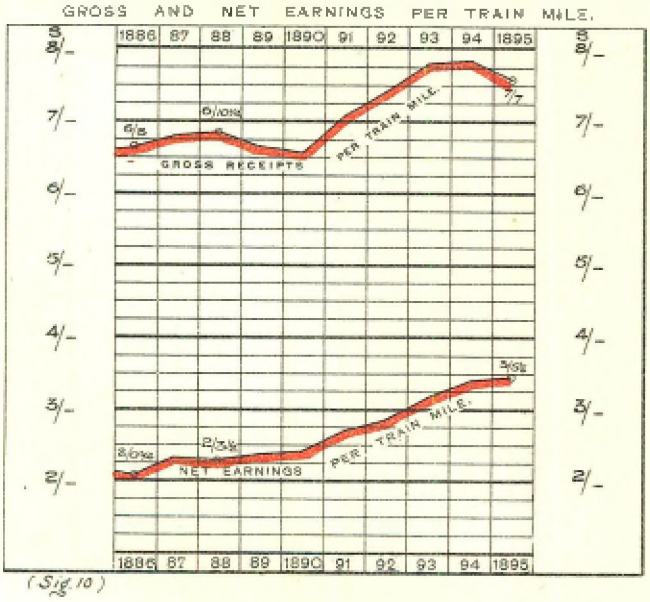
GROSS AND NET EARNINGS



DEPARTMENTAL WORKING EXPENSES



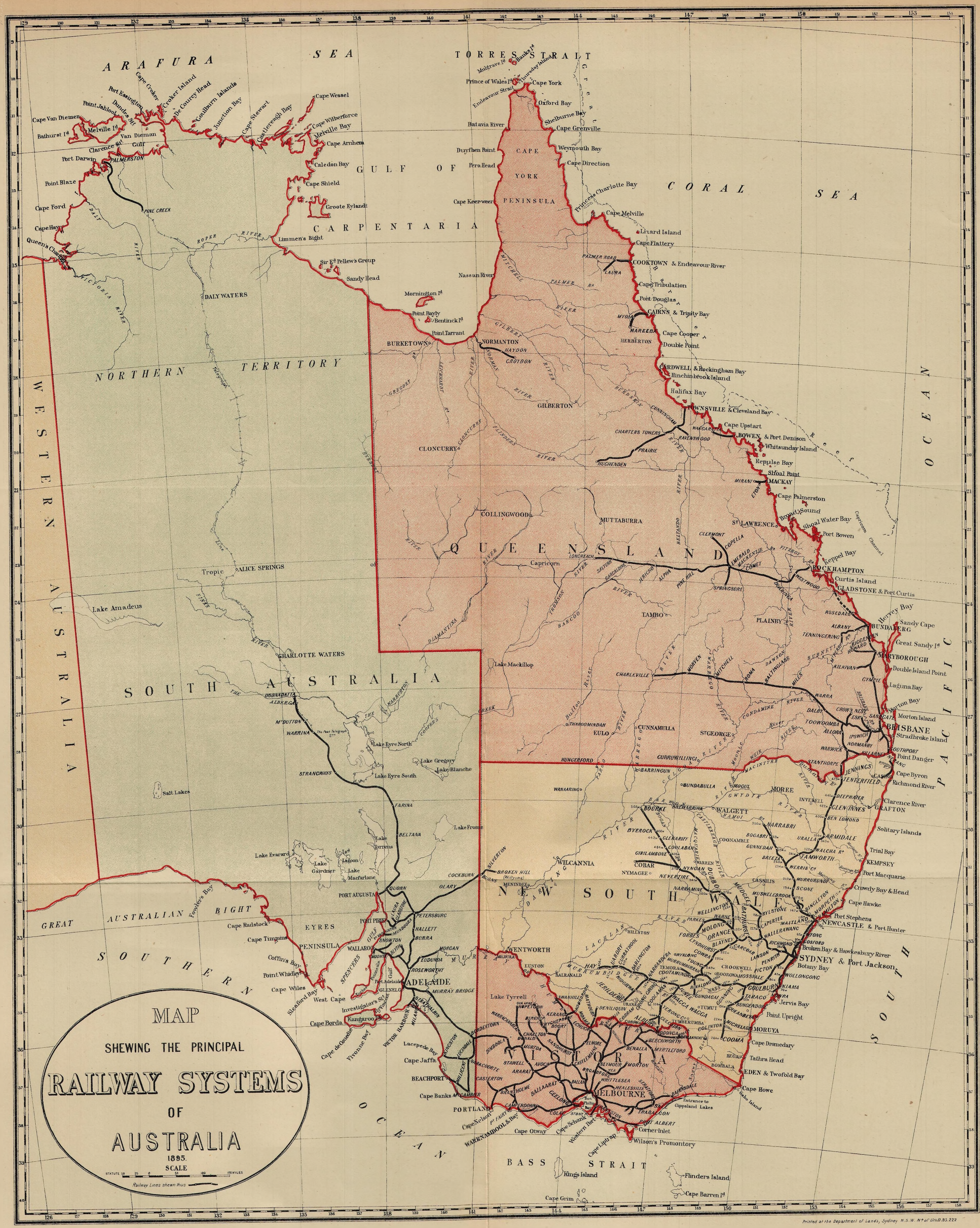
GROSS AND NET EARNINGS PER TRAIN MILE.



(Sig. 10)

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

MAP
of
NEW SOUTH WALES RAILWAYS
shewing
COACH AND OTHER ROUTES FROM THE VARIOUS STATIONS
Scale, 60 Miles to an Inch
Miles 30 20 10 0 30 60 90 120 Miles
Explanation
Railway lines marked thus
Coach routes do. do.
Railways under construction do.
1895.
COLONY OF QUEENSLAND
COLONY OF VICTORIA
SOUTH AUSTRALIA
SOUTH PACIFIC OCEAN
BOURKE
WALGETT
NARRABRI
COONAMBLE
COBAR
DUBBO
WILCANNIA
SILVERTON
WILLYAMA
MENINDEE
WENTWORTH
DENILIQUIN
MOAMA
TENTERFIELD
GLEN INNES
ARMIDALE
TAMWORTH
MUSWELLBROOK
SINGLETON
NEWCASTLE
LISMORE
GRAFTON
KEMPSEY
SYDNEY
Port Jackson
BATHURST
ORANGE
FORBES
PARKES
YOUNG
TEMORA
COOTAMUNDRA
WAGGA WAGGA
GUNDAGAI
ALBURY
GOULBURN
KIAMA
WOLLONGONG
BOMBALA
COOMA
BEGA
MORUYA
Cape Howe
Point Danger
Byron Bay
Brunswick
Murwillumbah
Ballina
Grafton
Coff's Harbour
Port Macquarie
Camden Haven
Taree
Gloucester
Scone
Muswellbrook
Maitland
Newcastle
Hawkesbury
Bowral
Moss Vale
Berrima
Bega
Eden
Bateman's Bay
Queanbeyan
Tumut
Albury
Wagga Wagga
Narrandera
Hay
Balranald
Swan Hill
Mildura
Broken Hill
Silverton
Menindee
Cobar
Nyngan
Bourke
Walgett
Narrabri
Moree
Inverell
Glen Innes
Tenterfield
Armidale
Tamworth
Gunnedah
Coonabarabran
Dubbo
Orange
Bathurst
Goulburn
Cooma
Bombala
Delegate
Melbourne
Adelaide
Brisbane
Sydney
Port Jackson
Lithographed & Printed at the Department of Lands Sydney N.S.W. 1895
No of Lith. D. 95-221


MAP
SHEWING THE PRINCIPAL
RAILWAY SYSTEMS
OF
AUSTRALIA
1895.
SCALE
Railway Lines shewn thus
ARAFURA SEA
TORRES STRAIT
GULF OF CARPENTARIA
CORAL SEA
PACIFIC OCEAN
NORTHERN TERRITORY
WESTERN AUSTRALIA
SOUTH AUSTRALIA
QUEENSLAND
NEW SOUTH WALES
VICTORIA
BASS STRAIT
GREAT AUSTRALIAN BIGHT
SOUTHERN OCEAN
CAPE YORK PENINSULA
EYRES PENINSULA
Cape York
Thursday Island
Prince of Wales I.
Endeavour Strait
Oxford Bay
Shelburne Bay
Cape Grenville
Weymouth Bay
Cape Direction
Princess Charlotte Bay
Cape Melville
Lizard Island
Cape Flattery
COOKTOWN & Endeavour River
Cape Tribulation
Port Douglas
CAIRNS & Trinity Bay
Cape Cooper
Double Point
CARDWELL & Rockingham Bay
Hinchinbrook Island
Halifax Bay
TOWNSVILLE & Cleveland Bay
Cape Upstart
BOWEN & Port Denison
Whitsunday Island
Repulse Bay
Shoal Point
MACKAY
Cape Palmerston
Broad Sound
Shoal Water Bay
Port Bowen
Keppel Bay
ROCKHAMPTON
Curtis Island
GLADSTONE & Port Curtis
Hervey Bay
Sandy Cape
Great Sandy I.
MARYBOROUGH
Double Island Point
Laguna Bay
Moreton Bay
Morton Island
BRISBANE
Stradbroke Island
SOUTHPORT
Point Danger
Cape Byron
Richmond River
Clarence River
GRAFTON
Solitary Islands
Trial Bay
KEMPSEY
Port Macquarie
Crowdy Bay & Head
Cape Hawke
Port Stephens
NEWCASTLE & Port Hunter
Broken Bay & Hawkesbury River
SYDNEY & Port Jackson
Botany Bay
Jervis Bay
Point Upright
MORUYA
Cape Dromedary
Tathra Head
EDEN & Twofold Bay
Cape Howe
Gabo Island
Entrance to Gippsland Lakes
Corner Inlet
Wilson's Promontory
Kings Island
Cape Grim
Flinders Island
Cape Barren I.
Cape Otway
Cape Schank
Western Port
Cape Liptrap
Port Phillip Bay
MELBOURNE
GEELONG
BALLARAT
BENDIGO
ADELAIDE
PORT ADELAIDE
Port Adelaide
GLENELG
Kangaroo I.
Investigator's St.
West Cape
Cape Borda
Cape de Couedic
Vivonne Bay
Sleaford Bay
Cape Wiles
Point Whidbey
Coffin's Bay
Cape Timmins
Cape Radstock
Fowler's Bay
Lake Evaard
Lake Gairdner
Lake Macfarlane
Lake Torrens
Lake Frome
Lake Eyre North
Lake Eyre South
Lake Gregory
Lake Blanche
Salt Lakes
Lake Amadeus
Lake Mackillop
Lake Tyrrell
Tropic of Capricorn
ALICE SPRINGS
CHARLOTTE WATERS
DALY WATERS
PALMERSTON
Port Darwin
Point Blaze
Cape Ford
Cape Hay
Queen's Channel
PINE CREEK
Cape Van Diemen
Bathurst I.
Melville I.
Port Essington
Dundas St.
Point Jahlool
Cape Croker
Croker Island
De Courcy Head
Coulburn Islands
Junction Bay
Cape Stewart
Castlereagh Bay
Cape Wessel
Cape Wilberforce
Melville Bay
Cape Arnhem
Caledon Bay
Cape Shield
Groote Eylandt
Limmen's Bight
Sir Ed. Pellew's Group
Sandy Head
Mornington I.
Point Bayly
Bentinck I.
Point Tarrant
Nassau River
Mulgrave I.
Banks I.
Batavia River
Duyfhen Point
Pera Head
Cape Keer-weer
BURKETOWN
NORMANTON
HAYDON
CROYDON
GILBERTON
CLONCURRY
COLLINGWOOD
MUTTABURRA
CLERMONT
COPELLA
EMERALD
MACKENZIE
COMET
SPRINGSURE
ST. LAWRENCE
LONGREACH
Capricorn
TAMBO
PLAINBY
CHARLEVILLE
CUNNAMULLA
EULO
THAROOMINDAH
ST. GEORGE
CURRUWILLINGI
BARRINGUN
BUNDABULLA
MOGUL
MOREE
WANAARING
BOURKE
BREWARRINA
WALGETT
NARRABRI
BYEROCK
GLENARIFF
COOLABAH
GIRILAMBONE
COBAR
NYNGAN
NEVERTIRE
NYMAGEE
COONAMBLE
GUNNEDAH
TAMWORTH
ARMIDALE
URALLA
WALCHA
WERRIS CK.
MURRURUNDI
SCONE
MUSWELLBROOK
CASSILIS
WILCANNIA
BROKEN HILL (Willyama)
MENINDEE
SILVERTON
COCKBURN
OLARY
PORT AUGUSTA
PORT PIRIE
PETERSBURG
HALLETT
BURRA
EUDUNDA
ROSEWORTHY
MURRAY BRIDGE
STRATHALBYN
BORDERTOWN
PORTLAND
BEACHPORT
Cape Jaffa
Lacepede Bay
Cape Banks
Cape Nelson
WARRNAMBOOL & Bay
Cape Schanck
ALBERGA
M'DUTTON
WARRINA
STRANGWAYS
FARINA
BELTANA
QUORN
WAUKARI
SNOWTOWN
BLYTH
MOONTA
Port Wakefield
Port Gulf
MORGAN
MURRAY
WENTWORTH
MILDURA
EUSTON
BALRANALD
HAY
DENILIQUIN
ECHUCA
BENDIGO
CASTLEMAINE
BALLARAT
GEELONG
BEECHWORTH
WODONGA
ALBURY
TUMBARUMBA
COOMA
BOMBALA
BEGA
BALLINA
GRAFTON
BRISBANE
IPSWICH
TOOWOOMBA
DALBY
WARWICK
STANTHORPE
TENTERFIELD
GLEN INNES
INVERELL
DEEPWATER
BEN LOMOND
TAMWORTH
GOSFORD
WOLLONGONG
KIAMA
GOULBURN
TARAGO
BUNGENDORE
QUEANBEYAN
MICHELAGO
COLINTON
TUMUT
GUNDAGAI
YASS
BOOROWA
CROOKWELL
MOSSVALE
BATHURST
LITHGOW
OBERON
BLAYNEY
ORANGE
CANOBLAS
CANOWINDRA
CUMNOCK
WELLINGTON
WARNE
PARKES
MOLONG
FORBES
CANOWINDRA
CUMNOCK
WYALONG
YOUNG
COOTAMUNDRA
TEMORA
GOULBURN
BOWRAL
MOSS VALE
CAPERTEE
MAITLAND
WALLERAWANG
RICHMOND
PENRITH
PICTON
LAMBTON
WARATAH
NEWCASTLE
MORUYA
BEGA
BOMBALA
COOMA
BEECHWORTH
MYRTLEFORD
BENALLA
SEYMOUR
MORTON
WHITTLESEA
HEALESVILLE
BAIRNSDALE
TRARALGON
PORT ALBERT
Cape Nelson
Port Fairy
Cape Otway
Cape Schank
Western Port
Port Phillip Bay
Cape Liptrap
Corner Inlet
Wilson's Promontory
Kings Island
Cape Grim
Flinders Island
Cape Barren I.
Printed at the Department of Lands, Sydney N.S.W. No. of Lith. D.95.222

1894.
(SECOND SESSION.)

NEW SOUTH WALES.

Legislative Council.

NEW SOUTH WALES GOVERNMENT RAILWAYS AND TRAMWAYS.

(SUPPLEMENT TO THE RAILWAY COMMISSIONERS' ANNUAL REPORTS ON.)

Ordered by the Council to be printed, 21 *November*, 1894.

SUPPLEMENT to the Railway Commissioners' Annual Reports, giving a short review of the Policy adopted by the Commissioners in administering the Railways and Tramways.

Offices of the Railway Commissioners of New South Wales,
Sydney, 19th November, 1894.

TO THE HONORABLE THE MINISTER FOR RAILWAYS,—

Sir,

In view of the fact that we have now entered upon the last year of the first term of office under the "Government Railways Act of 1888," we deem it right to supplement our Annual Reports with a short review of the policy adopted by us in our administration of the Railways and Tramways, and to summarise the result of the same, in order that it may be placed before Parliament and the country.

The lines and rolling stock and the organisation and discipline of the staff are such as to place the Railways of New South Wales in the first rank of the Railways of Australasia, and we have to express our appreciation of the assistance rendered by the officers and men in bringing about this high state of efficiency. We hope that the *esprit de corps*, which at present animates the whole Service, may be continued and increased, and lead to still further progress in the future.

We propose to deal, under separate heads, with the various questions of policy, and the working of the various Departments, and then show the general financial result.

MAINTENANCE

MAINTENANCE OF PERMANENT-WAY.

The policy followed by us throughout the whole period of our administration, of raising the character of the lines by using for all renewals the finest ironbark sleepers obtainable, increasing the weight per yard and length of steel rail, and ballasting with bluestone or other hard rock material, has enabled considerable economy to be effected in the fettling staff. We have supplied every ganger of fettlers with a tricycle to enable him to move speedily over his section, and also equipped the gangs over a considerable portion of the lines with a new description of light hand car, to enable them to move rapidly with their materials from point to point. By the aid of these facilities, with a largely reduced staff, equally efficient service in the maintenance has been obtained. The number of Inspectors of the permanent-way and works has been largely reduced; at the same time, it would be impossible to have a more efficient inspection than is now obtained, nor a better staff of inspecting officers. The total number of Permanent-way and Works Inspectors of all descriptions now employed is thirty-five as against fifty-eight in 1888. The total number of fettlers and labourers amounts to 1,610, at an annual cost of £187,604, as against 2,218, at an annual cost of £255,090, showing a saving of 608 men and £67,486 per annum in wages as against the 1888 expenditure.

With regard to the renewals and improvement of the permanent-way for the *six years*, November, 1888, to October, 1894, inclusive, we have paid for 400 miles of relaying, costing £422,160, as against 123 miles, costing £135,700, for the *six* previous *years*. There have also been used 930,000 tons of ballast, principally blue metal.

During the past six years 720,000 of the highest class ironbark sleepers have been used. On 143 miles of line the sleepers have been respaced and brought closer together, so as to admit of the using of more powerful engines.

Many timber bridges have been renewed and replaced by iron and brick structures, and this work should be continued gradually as renewals are required, and so materially reduce the maintenance expenses, the ravages of the white ant being so serious with wooden structures in this country.

In connection with the reballasting, the work has been much cheapened in consequence of our having purchased the right to use Rodgers' Patent Hoppers and Ballast Ploughs. With single lines it is difficult at all times to obtain sufficient intervals of time for permanent-way trains to stop in the sections for work, and therefore everything that can be done to minimise the time of trains in the sections is of great importance in connection with the locomotive expenses, as well as in the saving of time of the large gang of men employed therewith. The value of the arrangement will, therefore, be seen when it is stated that 72 cubic yards of ballast can be unloaded and spread over 250 yards of railway in five minutes, by employing two men. Under the ordinary system the same work would occupy twenty-four men about $1\frac{1}{4}$ to $1\frac{1}{2}$ hours.

The acquisition of several quarries for ballasting purposes has greatly cheapened the supply of ballast, and will be of great service in the future maintenance.

CHEAPENING OF THE CONSTRUCTION OF NEW LINES.

Under clause 28 of the Government Railways Act of 1888 it is enacted that:

The Commissioners shall be the authority to decide on the position, character, and suitableness of all stations, station-platforms, gate-houses, station-yards, sheds, piers, wharves, jetties, required for or in connection with any railway hereafter to be constructed, and although such railway may not be constructed by them, or of any other building, siding, platform, or work for the accommodation of the passengers, stock, or goods to be carried on such railway.

Under

Under this clause great economy has been introduced. As an illustration: The cost of station buildings for the Wagga Wagga and Albury, and Wallerawang and Mudgee Lines, covering a mileage of 162 miles, amounted to £135,336. For the following lines opened since the Commissioners controlled this class of work, viz., Cootamundra to Temora, Nyngan to Cobar, Kiama to Nowra, Culcairn to Corowa, Molong-Parkes and Forbes, a total length of 263 miles, the same class of accommodation has cost £48,656, and everything that can be reasonably required by the public has been provided. In addition to the reduction in the capital expenditure, there is also the continual after expenditure in maintaining the buildings to be considered.

For the Lismore-Tweed line we decided not to have platforms, and simple shelter accommodation for the passengers only was provided, and the same system will be adopted for the proposed Moree line.

The rates for the conveyance of materials for the construction of new lines have also been considerably reduced, and the total amount paid for carriage by the Public Works Department in connection with the construction of 350 miles of railway has been £41,000. Had the rates which were applicable for this material prior to 1888 been charged, a sum of £131,000 would have been paid for carriage, and the capital of the lines increased by £90,000.

We have for some years past urged that for new extensions in purely pastoral and level country, where the traffic would be exceedingly light, a line capable of carrying a light locomotive, with the ordinary class of rolling stock, at a speed of about 15 miles per hour, in daylight only, could be constructed, exclusive of bridges, waterways, and station accommodation—which latter should be of the most simple nature—for about £1,750 per mile. This could only be considered a "pioneer railway," and would be altogether different from a standard railway line even of light construction, such as that from Nyngan to Cobar. It would be simply a line to carry traffic with reasonable speed at a lower scale of charge than it is now carried by road. The rates for such lines, on whatever scale fixed, would bring about a material saving to the users of it as compared with what is paid for the carriage by road, and the scale of charges should be such as to avoid any material loss to the country in connection therewith. Lines of this character would avoid the great disadvantage of break of gauge; they would cost scarcely anything more in the first instance than a narrow gauge line; and the whole of the ordinary rolling stock, exclusive of engines, which could be selected from the lightest types existing in the service, could pass over them and thus avoid the great disadvantage and cost of creating a new class of rolling stock.

These lines, if constructed in districts warranting railway communication, should not be any great burden to the country. We have shown in our Annual Reports, in connection with a number of unprofitable lines made in the past of the expensive type, they, with scarcely an exception, supply sufficient earnings to pay all working expenses and to contribute a small amount towards the interest on the cost of construction, thus showing the great importance of keeping the capital cost as low as possible. If this is effected all the contingent advantages of the pioneer lines collecting business for the parent lines would be secured in return for a small contribution from the parent system for interest on capital. The settlers would then have the great facility of moving their produce and stock cheaply and promptly.

We would like it to be clearly understood that in making this recommendation we do not wish to see any undue extension of lines; the altered policy is simply brought forward for the purpose of keeping down the capital cost. We would also again bring under notice the recommendations we have made from time to time regarding land required in connection with proposed new lines.

GRADES

GRADES AND HAULING POWER.

The question of grades is a most important one in connection with the economical working of railways, and consequently all those who use railways are very closely interested in the subject, as well as its nearly allied neighbour, the power of the locomotive employed to work the traffic.

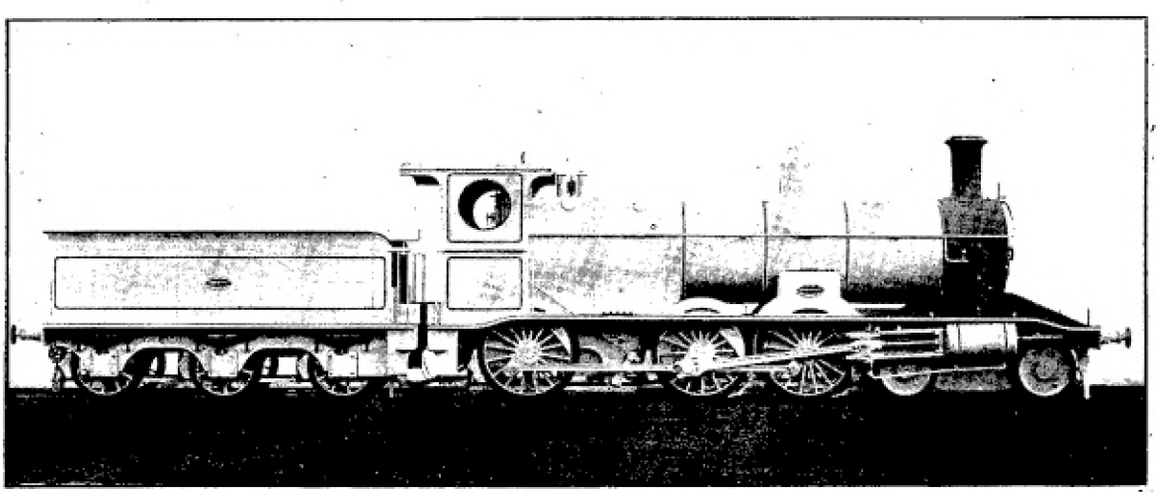
Immediately we took office, in 1888, these subjects engaged our attention, as we found the lines were most exceptional in their character, having been constructed with an enormous proportion of steep gradients (631 miles of grades, varying from 1 in 30 to 1 in 75), the worst grades being on the trunk lines, and so situated that the whole volume of traffic had to pass over them. We, therefore, decided upon reducing some of the steep gradients which interfered with the loading of trains over long sections, and also to introduce more powerful locomotives.

By these means, great economy in the working, as well as the expediting of traffic have been effected, and from a recent careful computation it is estimated that the *saving per annum* at present being realised—and which will continue for all time—is a sum of more than £100,000; and, of course, as the traffic increases in volume so will this annual saving be increased.

The saving in train and assistant engine mileage for the current year, taking the haulage power of 1888 for comparison, is 900,000 miles.

Another important point in connection with the introduction of long trains, consequent on this altered policy, seeing that nearly 2,400 miles of our railways are single lines, is that the largely reduced number of trains necessary to convey the traffic under the altered state of things will postpone for years to come the duplication of lines that would have been necessary, at an enormous expense, under the old system.

The following are illustrations of two of the most powerful types of engines we have had built, the introduction of which have been so advantageous in the carrying out of this new policy.



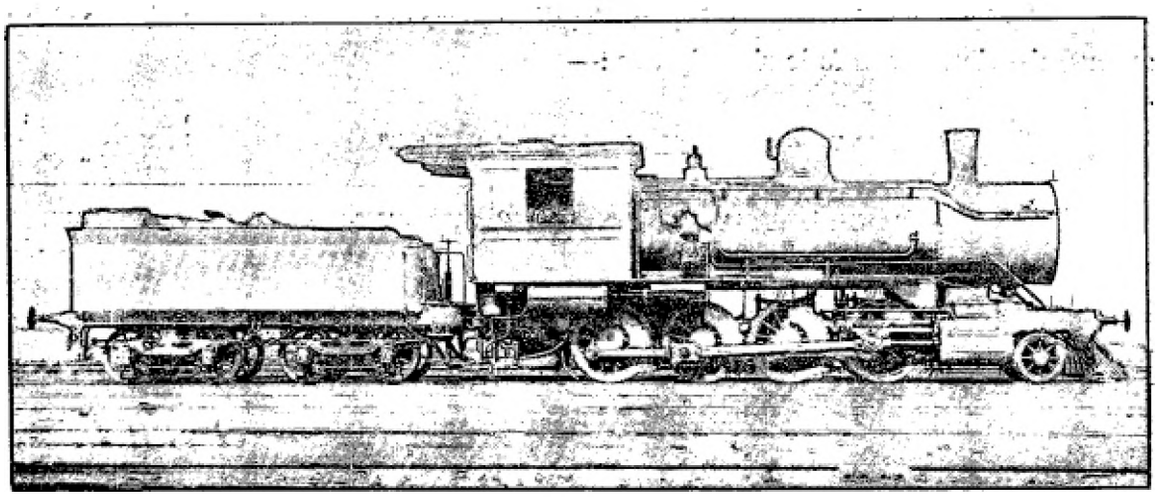
"A" EXPRESS AND MAIL TRAIN ENGINE (DESIGNED 1890)—N.S.W. GOVT. RAILWAYS.

(Also worked in with Live Stock and Goods Traffic.)

		ft.	in.
Diameter of bogie-wheels		3	3
Diameter of coupled wheels		5	0
Cylinders 20 inches diameter by 26 inches stroke.			
Heating surface: Tubes ...	1,786 square feet.		
Firebox ...	130 ,,		
Total ...	1,916 square feet.		
Total grate area	27 ,,		
Boiler pressure, 160 lb. per square inch.	Capacity of tank, 3,000 gallons.		
	Capacity of coal-space, 4½ tons.		

Weight in working order:—

	t.	c.	q.
Bogie (4 wheels)	14	13	2
Leading wheels (coupled)	14	10	3
Driving ,, ,, ...	14	13	0
Trailing ,, ,, ...	12	13	2
Total	56	10	3
Tender	31	16	1
Total engine and tender ...	88	7	0



"B" AMERICAN CONSOLIDATION GOODS ENGINE (DESIGNED, 1890)—N.S.W. GOVT. RAILWAYS.

	ft.	in.
Diameter of bogie-wheels	2	6
Diameter of coupled wheels	4	3

Cylinders 21 inches diameter by 26 inches stroke.

Heating surface:		
Tubes ...	1,809	square feet.
Firebox ...	158	,,
Total ...	1,967	square feet.
Total grate area	32	,,

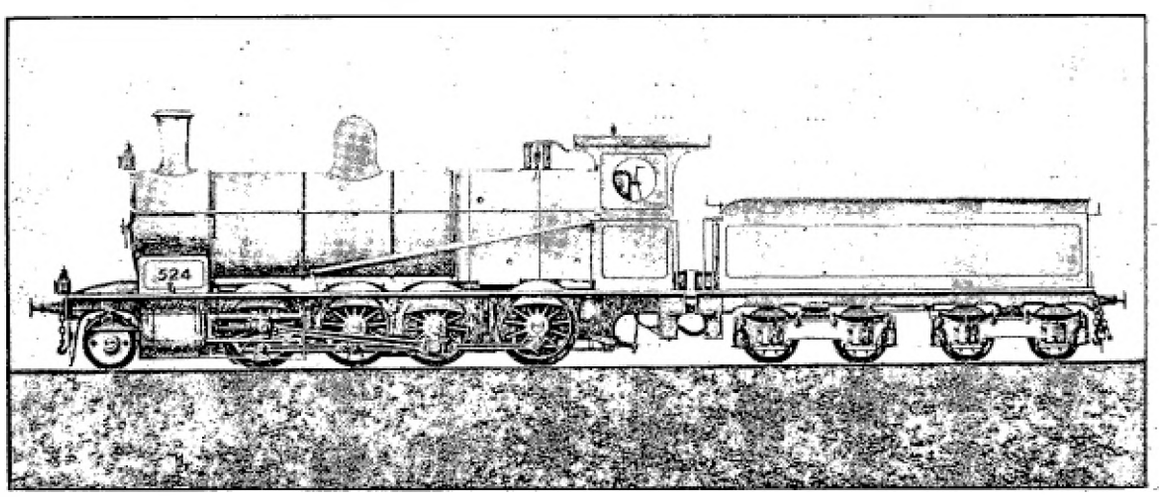
Boiler pressure, 160 lb. per square inch.

Water capacity, 3,650 gallons.
Coal ,, 6 tons.

Weight in working order:—

	t.	c.	q.
Bogie (2 wheels)	5	16	3
Leading wheels (coupled)	13	17	3
Intermediate wheels (coupled)	13	14	0
Driving ,, ,, ...	15	9	0
Trailing ,, ,, ...	13	15	0
Total	62	12	2
Tender	34	10	2
Total engine and tender	97	3	0

The illustration given below is of what we shall designate the Australian Consolidation Engine, and represents a type which has just been designed, and will, we believe, be one of the most satisfactory engines for goods train working on lines with heavy grades ever constructed, as it embodies the careful combination of all the best qualities of the American and English locomotives. We have been able to effect this result, as a large number of engines of both classes have been in use on these lines for many years, and our Locomotive Officers have consequently been able to study and appreciate the relative qualities of both types under all conditions.



AUSTRALIAN CONSOLIDATION ENGINE (DESIGNED 1894)—N.S.W. GOVT. RAILWAYS.

	ft.	in.
Diameter of bogie-wheels	2	9¼
Diameter of coupled wheels	4	3

Cylinders 21 inches diameter by 26 inches stroke.

Heating surface:		
Tubes ...	2,045	square feet.
Firebox ...	166	,,
Total ...	2,211	square feet.
Total grate area	29¼	,,

Boiler pressure, 160lb. per square inch.

Water capacity, 3,650 gallons.
Coal ,, 6 tons.

Weight in working order:—

	t.	c.	q.
Bogie (two wheels)	6	0	0
Leading wheels (coupled)	13	15	0
Intermediate wheels (coupled)	14	4	0
Driving ,, ,, ...	14	12	0
Trailing ,, ,, ...	14	4	0
Total	62	15	0
Tender	41	0	0
Total engine and tender ...	103	15	0

The two questions of grades and hauling power will be easily understood by an examination of the following figures :—

Grade.	10-WHEELED ENGINE—ILLUSTRATION "A."				CONSOLIDATION GOODS ENGINE—ILLUSTRATION "B."	
	WORKING PASSENGER TRAINS.		WORKING GOODS TRAINS.		WORKING GOODS TRAINS.	
	Tons hauled.	Speed per hour.	Tons hauled.	Speed per hour.	Tons hauled.	Speed per hour.
1 in 40	225	20 miles	275	10 miles	350	10 miles
1 in 75	260	30 ,,	505	12 ,,	580	12 ,,
1 in 100	255	35 ,,	600	15 ,,	620	15 ,,
1 in 150	330	35 ,,	700	18 ,,	650	18 ,,

It will therefore be seen from the first set of figures that the same engine can work a passenger train weighing 255 tons over a grade of 1 in 100 at 35 miles per hour, or weighing 330 tons over a grade of 1 in 150 at the same speed; whilst on a grade of 1 in 40, which is the ruling grade on the main lines of the Colony, a train of 225 tons only can be taken at the low speed of 20 miles per hour.

When this same engine is put to haul a goods or live-stock train on a grade of 1 in 40, it can only take 275 tons at 10 miles per hour; but on a grade of 1 in 100 it can take a train of 600 tons at 15 miles per hour; or on a grade of 1 in 150 a train of 700 tons at a speed of 18 miles per hour.

Coming to a purely goods engine the American Consolidation Engine (illustration B) can haul a train of 350 tons on a grade of 1 in 40 at 10 miles per hour, 620 tons on a grade of 1 in 100 at 15 miles per hour, and 650 tons on a grade of 1 in 150 at a speed of 18 miles per hour.

The Australian Consolidation Goods Engine will haul the following loads :—

Grades.	Tons hauled.	Speed per hour.
1 in 40	350	10 miles.
1 in 75	615	12 ,,
1 in 100	700	15 ,,
1 in 150	750	18 ,,

In 1891 the powerful engines first began to work, and since that date the gross and net earnings per train mile have been largely increased, as will be seen by the following figures :—

	Gross Earnings.	Net Earnings.
Year ending June, 1890	6s. $6\frac{3}{4}$d. ...	2s. 5d.
,, 1894	7s. $10\frac{1}{4}$d. ...	3s. 5d.

This 1s. increased net result represents, on the mileage run in 1894, a sum of £358,489; and the aggregate in the net result for the years 1891, 1892, 1893, and 1894 amounts to no less a sum than £954,141. This has been also contributed to by the improved carrying power of the wagons, improved loading, and general changes in working.

A great many 8 and 10 chain reverse curves existed, particularly on the Blue Mountains, and caused much discomfort to passengers, and materially restricted the speed of trains. Some of these curves have been cut out, and easier ones substituted. Illustrations of what has been done are given on page 36. This work should be continued gradually, and so materially increase the comfort of passengers, and enable increased speed and safety to be obtained.

Diagrams of the grades which have been altered are given in the appendices, pages 32 to 35.

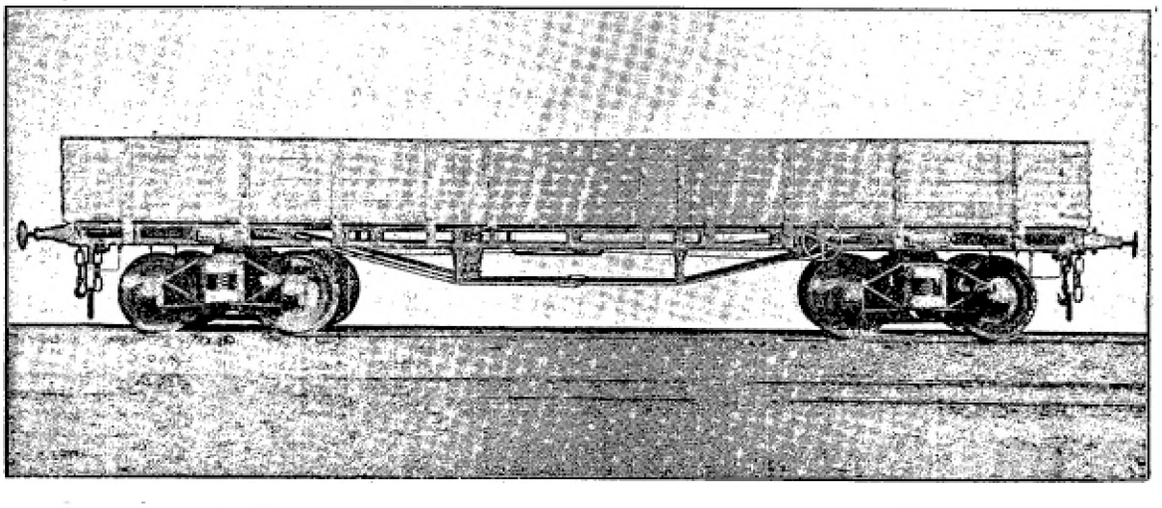
GOODS ROLLING STOCK.

We found that a very large number of wagons existed which, in consequence of having weak axles, and from other causes, were unable to carry more than 4½, 5, and 6 tons. It became necessary therefore, for the sake of economical working, to remedy this state of things, and this was done by exchanging axles and strengthening various parts, the carrying capacity being thereby largely increased; and we also introduced a considerable number of bogie wagons capable of carrying large quantities of goods with a minimum of dead weight.

Considerable controversy has been going on in various parts of the world regarding the use of wagons of large carrying capacity *versus* four-wheeled wagons of the ordinary kind. As a general rule the advocates of each system, without a thorough knowledge of the circumstances surrounding the opposite side of the question, have gone to extremes in advocating their views.

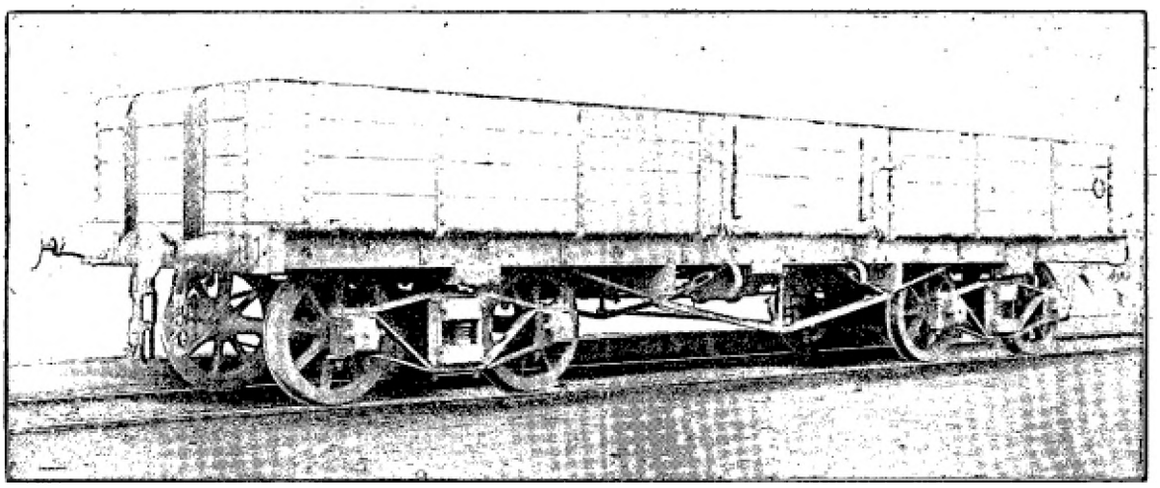
In our opinion neither system can be adopted advantageously in its entirety, but by introducing a considerable number of trucks of large carrying capacity, and increasing the carrying power of the ordinary 4-wheeled trucks, the maximum amount of economy can be obtained.

The following illustrations of standard bogie trucks which we have introduced, and the ordinary goods wagon which is now the standard for all renewals of wagons of this type, will show the direction in which we have been moving.



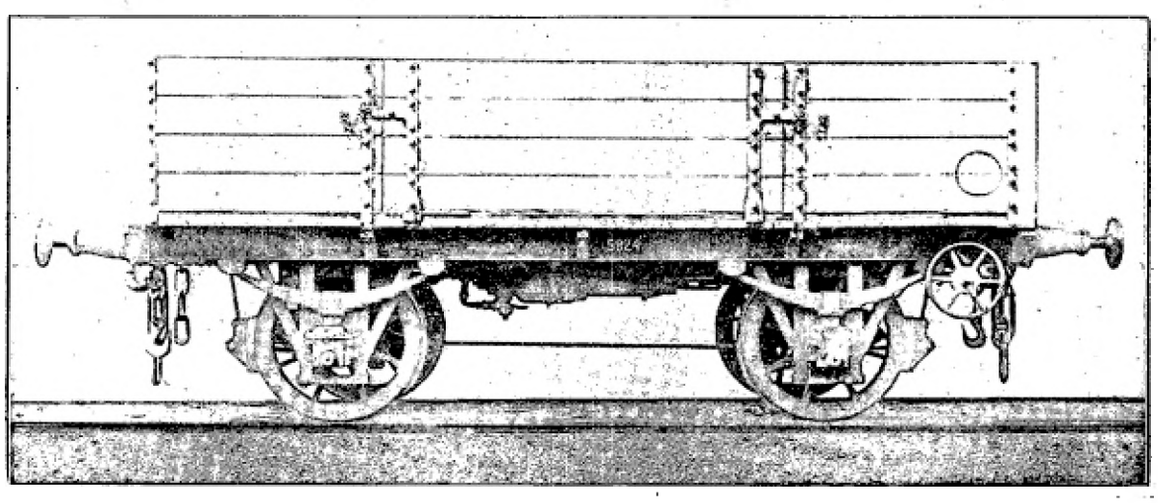
TUBULAR WAGON (DESIGNED, 1890)—N.S.W. GOVT. RAILWAYS.

	ft.	in.
Length of body (outside) ...	34	8
Length over buffers ...	38	4
Width (outside) ...	8	0
Height of body (inside) ...	2	9
Capacity ...	22 tons.	
Tare ...	10 tons.	



IRON UNDER FRAME BOGIE WAGON (DESIGNED, 1892)—N.S.W. GOVT. RAILWAYS.

	ft. in.		ft. in.		
Length of body (outside)	32 0	Width (outside)	8 8½	Capacity	23 tons.
Length over buffers	35 8	Height of body (inside)	2 10½	Tare	11 tons 7 cwt.



IRON UNDER FRAME ORDINARY GOODS WAGON (DESIGNED, 1890)—N.S.W. GOVT. RAILWAYS.

	ft. in.		ft. in.		
Length of body (outside)	16 0	Width (outside)	8 8½	Capacity	10 tons.
Length over buffers	19 8	Height of body (inside)	2 9	Tare	5 tons 16 cwt.

In addition to the advantages obtained of being able to convey a given quantity of traffic in fewer trucks and with less "dead" or "non-paying" weight, there is an enormous advantage gained by the economising of space at stations where the room is limited and the extension of the accommodation would be very costly, and this will be readily seen when it is stated that at the height of the wool season there are unloaded in the Sydney wool-shed from 6,000 to 10,000 bales per day.

With the old description of wagons, 175 would have been required to carry 4,725 bales; these wagons would have had a "tare" or "dead weight" of 787 tons, and required a standing space of 3,150 feet. As against this, 50 tubular wagons, requiring a standing space of 1,900 feet only, and with a tare of 500 tons, would do the whole of the same business.

The working of the two systems in conjunction, admits of the greatest advantage being obtained, as for traffic in bulk, such as wool, agricultural produce, and for running between points having large consignments of goods of various kinds, the large trucks are advantageous in every way; but for general miscellaneous working the 4-wheeled wagons, constructed to carry the largest possible load with the minimum of dead weight, is the best form of vehicle to adopt. A

A few bogie wagons have also been built for the conveyance of live stock traffic; and as it is found that the stock suffers less in transit in them than is the case in the short four-wheeled vehicles, it is proposed to increase the number when renewals are necessary.

For the repairs and renewals of locomotives, carriages, and wagons, there has been paid out of working expenses for the six years ending June last a sum of £1,749,000, as against a sum of £1,016,000 for the six previous years, being an increased sum of £733,000 in restoring the rolling stock to an efficient condition.

TRAFFIC DEPARTMENT.

The facilities for conducting the traffic have been materially improved and enlarged. The greatest improvements have been effected in connection with—

(*a*) The quadrupling of the suburban lines.

(*b*) The putting in of a curve from the Northern line to the main suburban line at Homebush, so as to enable the heavy stock traffic from the North to be transferred with facility to the stock-yards at Flemington.

(*c*) The duplication of lines to the extent of 96 miles of single line.

(*d*) The providing of a cover shed for agricultural produce at the Redfern Station, capable of holding 87 wagons; an outwards goods-shed, fitted with hydraulic cranes, at Darling Harbour, capable of accommodating 97 wagons; and a wool-shed for dealing with the wool traffic of Sydney at the same place, capable of holding 118 wagons.

(*e*) The providing of extensive and convenient exchange sidings at Clyde, so as to relieve the congested yards at Darling Harbour and Redfern of exchange goods traffic that could be more advantageously dealt with at Clyde, also facilitating the exchange of traffic between the Southern, Western, Northern, and Suburban lines.

The changes in the accommodation and arrangement of business at Darling Harbour and Redfern, and in connection with the Clyde Sidings, have led to the traffic being dealt with in an eminently satisfactory manner to the public, and also enabled the Department to release wagons and sheets with much greater promptitude, and in addition have effected a saving in working expenses to the extent of £14,000 per annum.

The quadrupling of the suburban line has enabled the large suburban traffic to be carried on with the utmost regularity; the working of the passenger trains on the lines generally is also of a satisfactory character. From the reports submitted periodically to the Commissioners it would appear that for *three months* ending September last the following was the record of the running of the trains:—

TRAIN PUNCTUALITY RETURN—PERCENTAGE.

Description.	To time and not exceeding 2 minutes late.	2 to 5 minutes late.	Above 5 minutes late.
	Per cent.	Per cent.	Per cent.
1. Main Suburban (business trains), 5 to 10 a.m.	97·28	2·35	·37
2. Local, 5 to 10 a.m.	95·73	2·57	1·70
3. Through Mail and Express	83·92	5·16	10·92

1. Main Suburban, covering distances up to 13 miles.
2. Local, covering distances up to 77 miles.
3. Through long-distance trains and express and mail trains, covering runs of varying distances up to 503 miles, of which, in one instance, 465 miles are single line.

The

The train services in various directions have been very considerably accelerated, and additional trains given where there was reasonable prospect of traffic being developed. We have also provided on all Express and Mail trains carriages with lavatory accommodation, and this class of accommodation is now being extended to the long distance branch lines. The ordinary sleeping cars running on the various Express and Mail trains have been replaced on the Melbourne and Sydney service by vestibule cars of the most modern description, and they have added materially to the comfort of night travelling.

The engine-shed accommodation at Newcastle and other places was of a most defective nature, and this has been remedied by providing new sheds.

The carriages, which suffer so much by exposure in a climate such as that in Australia, have also been protected to a considerable extent by the erection of carriage-sheds; but more accommodation of this description should be provided when money can be set apart for the purpose.

The question of the extension of the railway into the city, and providing better terminal accommodation, unfortunately, still remains unsettled; but the working of the present terminus at Redfern has been much relieved and simplified by:—

1. The rearrangement of the lines;
2. The widening of the Redfern tunnel; and
3. The provision of an additional Up and Down road between Redfern and the locomotive and carriage-sheds at Eveleigh.

The shunting yards at Redfern, Darling Harbour, Clyde, Newcastle, Penrith, and other important points, are well lighted, the more important places with the electric light, and by this means the safety of the working staff has been materially increased. The following figures show the relative number of fatal accidents to employés in New South Wales for the year ending June last, as compared with the United States for the year ending June, 1892, the latest date for which statistics are available, and also in Great Britain for the year ending December, 1893:—

FATAL Accidents to Employés.

Year ending.	Killed.
New South Wales, June, 1894	1 in 1,305
Great Britain, December, 1893...	1 in 829
United States, June, 1892	1 in 322

Appended as Appendix, page 30, are particulars of the principal works that have been carried out during our term of office.

SAFETY APPLIANCES.

When we assumed office the interlocking of points and signals and the absolute block system of working had not made very great progress, and we determined to move forward with these important questions as quickly as possible, and the following table shows what has been done:—

Date to end of—	Number of Miles of Line open for Traffic.			Number of Miles of Line on which the Traffic is worked under the Absolute Block System.			Number and Percentage of Places which have or have not Points and Signals Interlocked.				
							Number of Places.			Percentage.	
	Quadruple and Double.	Single.	Total.	Quadruple and Double.	Single.	Total.	Interlocked.	Not Interlocked.	Total.	Interlocked.	Not Interlock
October, 1888	71½	2,042½	2,114	28	...	28	104	318	422	24·63	75·36
October, 1894	158	2,343¾	2,501¾	154½	1,014	1,168½	340	224	564	60·28	39·72

The system of block introduced for the single lines is a combination of the advantages of the "staff" system and the absolute block, known as "Tyer's Tablet System," and "Webb and Thompson's Electric Staff System." Both systems work excellently; the work and responsibility of the Staff have been much reduced, and the traffic greatly facilitated and rendered more secure. For the Express trains a system of exchanger has been adopted for the tablet, by means of which the driver can exchange the tablet when running at considerable speed, and the disadvantage of the single lines has been considerably reduced. The same system can be adopted with the Electric Staff.

For outlying country lines a modification of the Electric Train Staff has been arranged, so that if the traffic at any crossing station is too insignificant to justify having a person in charge, the guard of the train can exchange the staff without in any way interfering with the security of working.

For working at night with through Express trains this system enables staff economies to be effected by permitting of intermediate crossing stations being run through, by giving the driver a through tablet, controlling several sections.

This system of working enables intermediate sidings to be opened without the provision of fixed signals, as the most perfect security can be arranged without them.

The live-stock wagons have been fitted with the Westinghouse automatic quick-acting freight brake, and the goods wagons are being fitted with the same great security. This has enabled the trains to be considerably expedited and the number of guards with trains reduced, and it is estimated that a saving at the rate of £8,000 per annum in guards alone is being effected. This is irrespective of the saving in the Locomotive Department.

The total expenditure to date for brake materials, and fitting the brakes, &c., amounts to £64,000; so that the saving in guards alone renders a net return of 12½ per cent.; and the whole of the advantage of the greater security is obtained without cost.

RATES.

We have recently so fully reported upon this question in our Annual Report that it will be unnecessary to enter into any amount of detail herein. We have consistently throughout reduced rates when we have found it possible to do so without interfering seriously with the improvement of the financial position of the property, and the agricultural and mining interests have received the greatest consideration. On the 22nd October last we reduced the rates for the conveyance of cattle, horses, pigs, &c., to the same rates as were applicable to the conveyance of sheep, which is practically a reduction of about 20 per cent.

As stated in our last Annual Report, had the traffic of 1893 been carried at the same rates as were in force in 1883, the revenue for the year would have been £300,000 in excess of that realised. An annual saving to this extent in goods traffic charges is of material assistance to the country.

Particulars of the rates charged for agricultural produce, cattle, coke, ores, &c., in 1888 and at the present time, are given on page 31.

The

The following Table shows the actual rates charged for each class of traffic:—

RETURN of Ton Mileage for Year ending 31st December, 1893.

Description of Traffic.	Total Tons carried.	Total Miles carried.	Average Miles per Ton.	Earnings, exclusive of Terminal Charges.	Earnings per ton per Mile.	Percentage of each class to Total Tonnage.
	tons	miles	miles	£	D.	per cent.
Coal and Shale ...	2,031,627	35,955,372	17·69	108,055	·72	57·31
Firewood	195,535	5,239,257	26·79	19,249	·88	5·52
Grain, Flour, &c. ...	246,214	36,446,242	148·02	95,421	·63	6·94
Hay, Straw, and Chaff	78,112	12,560,105	160·80	23,987	·45	2·20
* Miscellaneous and A Class	309,067	18,438,937	59·66	64,988	·84	8·72
Wool	121,791	33,452,570	274·67	346,277	2·48	3·44
Live Stock	157,273	37,197,711	236·51	311,387	2·00	4·43
All other goods ...	405,550	59,790,236	147·43	644,796	2·58	11·44
Total	3,545,169	239,080,430	67·44	1,614,160	Average 1·62	100·00

* Miscellaneous traffic consists of timber, lime, manures, fruit, vegetables, hides, tobacco leaf, bricks, gravel, drain-pipes, and traffic of a similar nature.

For passenger traffic the principal changes have been in the adoption of a lower scale of rates for the Newcastle suburban area, and the extension of the Sydney suburban area.

In addition, traffic has been facilitated and considerable settlement promoted by arrangements for the issue of week end tickets (Friday afternoons and Saturdays) to the convenient tourist districts, the fares charged being about 1d. first class and ½d. second class per mile travelled.

In addition to this specially cheap trains are run periodically from and to Sydney and all country stations at exceptionally low rates; these trains are very popular, as many as 1,600 persons coming in from one district on the same date.

The reasonableness of the fares may be illustrated by the following examples:—

Stations.	Distance each way.	Fare.		Rate per single mile.	
		1st Class Return.	2nd Class Return.	1st Class Return.	2nd Class Return.
		s.	s.	d.	d.
Wagga Wagga	309	40/-	20/-	0·77	0·38
Albury	387	50/-	25/-	0·77	0·39
Hay	454	60/-	30/-	0·79	0·39
Dubbo	278	40/-	20/-	0·86	0·43
Bourke	503	70/-	35/-	0·83	0·42
Average rate per mile ...				0·80	0·40

There has also been brought into force a low scale of rates for the conveyance of passenger train parcels when prepaid by stamps, as per table below :—

Miles.	3lb. and under.	3lb. to 7lb.	7lb. to 14lb.	14lb. to 28lb.	28lb. to 56lb.	56lb. to 84lb.	84lb. to 98lb.	98lb. to 112lb.	Every additional 14 lb. or part thereof.
1 to 50	0 3	0 3	0 6	0 9	1 0	1 3	1 6	1 9	0 3
51 to 150	0 6	0 9	1 0	1 6	2 6	3 6	4 3	5 0	0 9
151 to 300	1 0	1 3	1 9	2 9	4 0	5 3	6 3	7 3	1 0
Over 300	1 6	2 0	2 6	4 0	6 0	8 0	9 6	11 0	1 6

STAFF.

The general conditions in connection with the Staff, in regard to pay, privileges, and various other matters, are of the most liberal character. The rates of pay are the best in Australasia, and in the majority of instances are higher than when we took office. The Appendix, page 29, will give the actual and average rates of pay of the principal groups of employees.

The Running Staff when away from home are provided, free of expense, with excellent lodging-houses, which are in charge of caretakers, and provided with comfortable beds. The Staff also receive an average of 3s. per night as expenses.

Murrurundi Lodging-house.

STANDARD TYPE LODGING-HOUSE FOR ENGINEMEN, FIREMEN, AND GUARDS—N.S.W. Govt. Railways.

Accommodation: Dining-room, kitchen and attendant's rooms, bath-room and lavatory, and bedrooms. Each bedroom is entered from the verandah, and contains 2 beds.

Holidays to the extent of about three weeks per annum are granted to the principal grades, and all public proclaimed holidays—about twelve per annum—are granted to all grades. The Salaried Staff is allowed three weeks per annum, and liberal pass concessions are granted to all grades. We

We also contemplated, in 1890, the institution of a Provident and Pension Fund for the whole of the Weekly Staff, but in consequence of the influence of persons who posed as friends of the men, so much feeling was created against the proposal that we deemed it better to ask the Minister to withdraw the Bill from Parliament. The particulars of the main provisions of the Bill are printed as an Appendix, page 27.

In 1891, with the concurrence of the Government of the Honorable Sir Henry Parkes, G.C.M.G., the Honorable William McMillan being Colonial Treasurer and Minister for Railways, we provided a handsome Institute, with reading-room, class-rooms, library, and lecture-hall, at the Redfern Station, Sydney; and this building has been of much use in connection with technical and other classes, and affords means for the Staff to meet together for concerts, lectures, and other purposes.

THE AMBULANCE MOVEMENT.

The ambulance movement has made most satisfactory progress, and the members of the corps are now capable of rendering valuable assistance should their services be at any time required.

The circumstances of the New South Wales Railways differ materially from those in older-settled countries, where towns are close together, and medical aid is readily procurable. Here a line runs at times for 100 miles without passing a settlement of note, and should an accident occur on such a stretch of line it is of great importance that those on the spot should be able to render "first aid" to the injured, and be equipped with the appliances essential in treating injured persons. On more than one occasion this first aid has been given with beneficial results, and the efficiency of the Railway Ambulance Corps has been warmly recognised by the medical men who subsequently dealt with the cases.

Each passenger train running outside the suburban section, and mixed trains on branch lines, are fitted with a medical chest and ambulance requirements in case of an accident happening, although, it might be added, the New South Railways compare favourably in regard to freedom from accident with any other railway system.

Ambulance equipment is also in reserve at a number of railway-stations, and each break-down van is also fitted with a medical chest and equipment.

The number of members enrolled, *i.e.*, persons qualifying themselves by a course of instruction and examination, has risen from 191 in October, 1888, to about 850 at the present time.

The membership is widely distributed, 526 being country members, and 320 in the city, workshops, &c. A number of station-masters and officers-in-charge at stations have qualified themselves for membership in the corps, and in several instances have shown such aptitude and knowledge as to be enabled to form branch classes and instruct the local employees in the ambulance work.

Generally, the work of instruction is conducted by the Railway Medical Officer, who travels a considerable distance monthly in holding classes, &c.; and, in addition, it has been arranged at many centres where a number of men are employed to secure the services of local doctors, who have kindly undertaken to give a course of instruction to the Railway Staff in their own localities.

UNIFORM GAUGE FOR AUSTRALIA.

This question, which was brought forward by us immediately after taking office, has, we regret to say, made very little progress in the way of giving practical effect to bringing about a settlement. We feel that the question is of vital importance to the future of Australia, and must be dealt with at some time or other, and the longer it is postponed the greater will be the cost of the change.

We would respectfully urge that the question be dealt with without further delay, and action taken somewhat on the lines suggested in a letter dated the 18th May, 1889, from the Chief Commissioner to the Honorable the Minister for Railways, which was as follows:—

Uniform Gauge for the Railways of Australia.

With reference to what has recently passed on this subject, and our conversation yesterday, I have the honor to suggest that the following should be the basis of procedure in connection with this subject:—

That the various Colonies should affirm:

1. That the adoption of an universal gauge is absolutely necessary, looking at the future growth of the country, and the annually increasing intercourse of the people and exchange of goods.
2. That the cost of adopting an uniform gauge shall be borne by the whole of the Colonies affected.
3. That it having been decided that the cost of altering the railways to an uniform gauge shall be a national one, the subject of which is the right gauge to be adopted must be approached without any bias in favour of the gauge at present in operation in any Colony, and a decision must be come to from the standpoint of which gauge—4 ft. 8½ in. or 5 ft. 3 in.—can be adopted at the least cost and inconvenience.
4. That it shall be an instruction that the whole of the railways in New South Wales, Victoria, that part of the railways of South Australia now laid to the 5-ft. 3-in. gauge, as well as the line to Cockburn (for Silverton), and all lines in Queensland south of Brisbane leading to New South Wales shall be altered to the standard gauge and the cost of altering the railway and the rolling stock necessary for working such lines shall be a national charge.
5. That the Chief Commissioner or Chairman of the Railway Board in each Colony with one colleague (to be selected by the Chief Commissioner or Chairman) to be a Commission to consider—
   1. What shall be the gauge of the future.
   2. In what proportions the cost of the change shall be borne by the respective Colonies.
   3. The probable cost of carrying out the change.
   4. The number of years the cost of the change shall be spread over, and the amount of money to be set aside each year as a sinking fund.
   5. The date on which the change of gauge shall take place.

The Commission to submit a joint report for the consideration and approval of the respective Governments.

That it be a recommendation to each of the Colonies finding it desirable for the present to make narrow-gauge lines in outlying districts to arrange its stations, tunnels, and bridges in such a way as to enable the uniform gauge at a later date to be laid down without incurring any additional expenditure in enlarging such works; the wisdom, however, of from the outset adopting the standard gauge, which may be laid down in the cheapest possible way, to be carefully considered.

We have held the view that great advantage could be obtained by all the Railways of Australasia if an annual meeting of the principal officers were held to discuss various matters of importance in connection with the working of the lines; these meetings to be followed by a meeting of the Commissioners, or by the Chairmen of the respective Boards, so as to give executive effect to any recommendations which might be made. At these meetings all questions of importance affecting the economic and efficient working of the various branches of the service could be discussed, and the whole of the Colonies would obtain the benefit of the united ability employed by the various Governments. Such meetings would also, in our opinion, bring about a broader view on all railway questions and promote harmonious working.

Beyond a special meeting in regard to the adoption of an uniform rule book and the discussion of an uniform classification of goods, nothing has been done, principally owing to the change in system of railway control in Victoria.

The question, however, is of such great importance to the whole of the Colonies that it is brought forward again in this manner in the hope that the idea may bear fruit in the future.

FINANCIAL RESULTS.

The following tables will show the progress and result of the Railway and Tramway working for the seven years prior to our taking office, and for the period we have had the administration of the property :—

RAILWAYS.

Year.	Length of Line open 30 June, 1894.	TOTAL EARNINGS.	ACCUMULATED INCREASES. TOTAL EARNINGS.	NET EARNINGS after paying Working Expenses.	NET EARNINGS.	Capital expended on Lines open.
	Miles.	£		£		£
1882	1,268	1,701,016		763,661		15,843,616
1883	1,320	1,934,694		751,220		16,905,014
1884	1,618	2,089,749		786,010		20,080,138
1885	1,732	2,178,172	INCREASE ON 1882 TRAFFIC, £2,668,164.	717,555	ACCUMULATED DECREASE ON 1882 RESULT, £141,656.	21,831,276
1886	1,889	2,163,803		668,577		24,071,454
1887	2,036	2,212,718		752,375		26,532,122
1888	2,114	2,295,124		764,573		27,722,748
1889	2,171	2,538,477		903,875		29,839,167
1890	2,182	2,633,086		967,251	ACCUMULATED INCREASE ON 1888 RESULT, £2,030,021, *or* 62·98 *per cent. of the increased gross earnings.*	30,555,123
1891	2,182	2,974,421	INCREASE ON 1888 TRAFFIC, £3,223,133.	1,143,050		31,768,617
1892	2,185	3,107,296		1,193,044		33,312,608
1893	2,351	2,927,056		1,188,540		34,657,571
1894	2,501¾	2,813,541		1,221,699		35,855,271

TRAMWAYS.

Year.	Length of Line open 30 June, 1894.	TOTAL EARNINGS.	ACCUMULATED INCREASES. TOTAL EARNINGS.	NET EARNINGS after paying Working Expenses.	NET EARNINGS.
	Miles.	£		£	
1882	22	126,202		23,066	
1883	25	190,699		11,822	
1884	27½	219,942		4,775	
1885	27½	223,340	INCREASE ON 1882 TRAFFIC, £569,046.	15,345	ACCUMULATED DECREASE ON 1882 RESULT, £52,281.
1886	29	230,410		23,957	
1887	38½	225,348		12,893	
1888	38½	236,519		17,323	
1889	38½	243,563		21,728	
1890	39½	268,962		44,889	
1891	42½	292,850	INCREASE ON 1888 TRAFFIC, £264,912.	53,171	ACCUMULATED INCREASE ON 1888 RESULT, £182,819.
1892	48	305,090		56,499	
1893	49	295,367		61,559	
1894	58½	278,194		48,911	

It is confidently expected that for the year 1894–95 the net earnings, after paying working expenses, in connection with the Railways, will amount to £1,275,000, being an accumulated increase on the 1888 result of £2,540,000, as against an accumulated decrease for the seven preceding years on the 1882 result of £141,000.

With regard to the Tramways, it is expected that the net return for the year will be at least £50,000, making an accumulated increase of net earnings in connection with the Trams on the 1888 result of £215,000, as against an accumulated decrease for the preceding seven years on the 1882 result of £52,000.

With regard to both Railways and Tramways, the value of the property has been considerably increased by payments out of working expenses; we need say very little respecting the rolling-stock, as it comes so continually under the eyes of the public; but with regard to the Railway permanent-way we think we cannot do better than to append hereto a copy of a report made to us by Mr. Price-Williams, M. Inst. C.E., at the beginning of the present year. It will doubtless be remembered that soon after we took office we requested Mr. Price-Williams, who happened to be in the Colonies, to report to us upon the condition of the permanent-way, and, as he was again in the Colonies at the beginning of this year, we thought it desirable to request him to make an inspection of the works that had been carried out in the interval.

The working expenses have been reduced as under since 1888:—

Year.	Percentage of working expenses to Gross Earnings.
1888	66·69
1889	64·39
1890	63·26
1891	61·57
1892	61·60
1893	59·39
1894	56·58

and for the current year the expenses will be under 55 per cent. of the gross revenue being a decrease of 12 per cent. since 1888.

For the past four years, 1891–4, the net return upon the Railway capital, after paying all working expenses, has been £3 10s. 0d. per cent.

Upon the Tramway capital for the past five years the return has been £4 18s. per cent.

The

The following Comparative Statement of the staff employed in the chief offices in October, 1888, when the Commissioners took office and at the present time, will show how largely the administrative expenses have been reduced :—

Particulars.	October, 1888.		October, 1894.	
	Number employed.	Amount per annum.	Number employed.	Amount per annum.
		£		£
Commissioners' office staff, including Secretary and staff..	50	10,614	21	4,228
Chief Accountant and staff...	48	11,520	42	10,435
Traffic Auditor and staff	67	11,644	63	9,684
Chief Traffic Manager and staff	37	8,411	17	3,916
Chief Mechanical Engineer and staff	32	7,100	23	5,499
Comptroller of Stores and staff	41	7,646	27	4,395
Engineer-in-Chief for Existing Lines and staff, and Divisional Engineer for Metropolitan Division and staff...	72	16,337	44	10,984
Totals	347	73,272	237	49,141
DECREASE	.....	.....	**110**	**24,131**

The following figures show the total number of persons employed on the Railways and Tramways, October, 1888, and June, 1894; and also the traffic and mileage dealt with :—

	October, 1888.	June, 1894.
Railways and Tramways (Number employed) ...	**11,393**	**10,351**
	30 June, 1888.	30 June, 1894.
Gross traffic for preceding 12 months ...	**£2,531,643**	**£3,091,735**
Net profit after paying working expenses...	**£781,896**	**£1,270,610**
Miles open—Railways	**2,114**	**2,501**
Do Tramways	**38½**	**58**
Total mileage	**2,152½**	**2,559**

The figures given showing the altered financial condition of the property do not tell the whole story of its improvement.

For instance, from 1862 to 1872, under Ministerial control, no less than £71,500 was charged to capital for relaying. All charges of this nature, including the extra cost of heavier rails and sleepers, are now debited to working expenses, as well as the cost of numerous works which are properly capital charges.

When we took office we found that sums of money for relaying in previous years, clothing, water, &c., aggregating £47,960, had not been debited to working expenses; this amount has been brought into the working expenses for our term of office.

It was formerly not the practice for the stores obtained from the Government General Stores, the value of Postage Stamps, and the cost of printing and other work done in the Government Printing Office, to be debited against the Railway Accounts. Sewerage rates also were not paid. Since we have been in office £91,800 has been paid for these services—and quite properly so, too,—but the general Government expenses have been relieved to this extent.

Formerly it was the practice to relieve the working expenses of a proportion of the cost of the Head Quarters Staff by debiting it annually to the capital account for new lines. This has not been done during our term of office.

In the minor branches of expenditure considerable economy has been effected in various ways, viz., by :—

(1) Greater economy in the amount of stores used,

(2) Using kerosene largely in various descriptions of lamps, instead of colza and other expensive oils,

(3) Using mineral oils for lubricating purposes instead of castor and other oils,

(4) Washing waste and sponge cloths and re-using the same,

and many other ways of a like nature.

The Locomotive Department expenditure for oil, tallow, waste, sundry stores for cleaners, and greasing and oiling carriages and wagons (including wages of oilers) for the year ending 30th June, 1889, was £42,272

For the year ending June last this had been reduced to £19,035

and, for the current year, it is confidently expected that the cost will be under £15,000

TRAMWAYS.

The tramway property, when we took office, was in a very unsatisfactory condition, both in regard to its financial result and the maintenance of the rolling-stock and permanent-way, the return on the capital for the previous six years having amounted to £1 18s. 10d. per cent. The return on the capital for the six years ending June last has been £4 10s. 10d. per cent., whilst at the same time we have renewed and charged to working expenses the cost of seventy-six tramcars, four motors, and one water-tank, besides bringing the whole of the rolling-stock up to an efficient condition. The renewing of the tramcars constitutes about one-third of the whole of the stock existing in 1888. Relaying has also been carried out at a cost of £71,620, as against £47,421 for the preceding six years.

The

The following table is an interesting one, and shows the comparative value and importance of the Railway and Tramway property of this Colony as compared with the other Australasian Colonies :—

	Year ending.	Gross Earnings.	Net Earnings.	Capital.	Gross Earnings.	Net Earnings.
		£	£	£	£	£
New South Wales ...	June, 1894...	3,091,735	1,270,610	37,104,257	3,091,735	1,270,610
South Australia	June, 1894...	999,707	430,115			
Queensland	June, 1894...	955,747	357,344			
New Zealand	March, 1894	1,172,793	437,434	48,172,905	3,376,354	1,243,932
Tasmania	Dec., 1893...	152,083	15,615			
West Australia	Dec., 1892...	96,024	3,424			
	(Report for 1893 not yet obtainable.)			Net Earnings of New South Wales, £26,978 in excess of the other five Colonies.		
Victoria	June, 1894...	2,726,159	1,090,740	37,748,563	2,726,159	1,090,740

Printed as Appendices pages 21 and 22 are statements showing the growth of the New South Wales Railway Capital Account to 30th June, 1894, and also, a statement showing the total amount expended in maintaining, working, and improving the Railways and Tramways, and the proportions spent in and out of the Colony for a period of twelve years.

E. M. G. EDDY, Chief Commissioner.

W. M. FEHON, Commissioner.

CHARLES OLIVER, Commissioner.

APPENDIX.

Statement of the New South Wales Railway Capital Account to 30th June, 1894.

		£
Capital spent to 30th June, 1888...		27,722,748
Capital moneys subsequently paid on account of lines authorised prior to the Railway Act coming into force, principally for the following lines:—		
Illawarra Line ...		2,435,465
Cooma Branch ...		
Homebush to Waratah (including the Hawkesbury Bridge) ...		
Hornsby to St. Leonards ...		
Actual Capital incurred prior to the Railway Commissioners taking the Lines over ...		30,158,213
Capital spent to 30th June, 1894... (as given in the Annual Report).		35,855,271
Increase in Capital in Six Years ...		5,697,058
Principally made up of the following 307 miles of new lines:—		
Kiama to Nowra...	£	
Nyngan to Cobar		
Culcairn to Corowa		
Cootamundra to Tomora	2,174,261	
Molong to Forbes		
Milson's Point Line		
Lismore to Mullumbimby		
Duplications—		
96 miles of single line:—		
Redfern to Flemington ...		
Granville to Campbelltown and Picton		
Strathfield to Ryde	1,438,529	
Ryde to Hornsby		
Hurstville to Waterfall		
Adamstown to Teralba ...		
Rolling Stock and General Work—		
Rolling-stock to meet the increased traffic, and for 307 miles of new lines, improvements of grades and curves, additional sidings, loading banks and goods sheds, signal and interlocking apparatus, continuous brakes, houses for employees, and additional works generally ...	2,084,268	
		£5,697,058

Also Million Vote—

For reconstruction and improvement of permanent-way and rolling-stock, now paid off to the extent of £225,000.

STATEMENT showing the Total Amount expended in maintaining, working, and improving the New South Wales Government Railways and Tramways.

Year.	Working Expenses.	Special Votes.	Total Amount.	Spent in the Colony.	Spent out of the Colony.	Percentage spent in the Colony.	Percentage spent out of the Colony.
	£	£	£	£	£	%	%
Six months ending 31 December, 1882	615,243	244,405	859,648	785,206	74,442	91·34	8·66
Year ending 31 December, 1883	1,361,006	649,062	2,010,068	1,708,480	301,588	85·00	15·00
" " 1884	1,520,706	689,984	2,210,690	1,953,779	256,911	88·38	11·62
" " 1885	1,671,567	740,156	2,411,723	2,072,393	339,330	85·93	14·07
" " 1886	1,701,679	565,841	2,267,520	2,088,895	178,625	92·12	7·88
" " 1887	1,672,799	386,522	2,059,321	1,965,799	93,522	95·46	4·54
Six months ending 30 June 1888	872,025	112,585	984,610	925,718	58,892	94·02	5·98
6 years	9,415,025	3,388,555	12,803,580	11,500,270	1,303,310	89·82	10·18
Year ending 30th June, 1889	1,856,437	280,409	2,136,846	2,068,154	68,692	96·79	3·21
" " 1890	1,889,908	562,754	2,452,662	2,246,125	206,537	91·58	8·42
" " 1891	2,071,050	1,741,276	3,812,326	3,389,570	422,756	88·91	11·09
" " 1892	2,162,843	1,795,756	3,958,599	3,564,547	394,052	90·05	9·95
" " 1893	1,972,324	389,302	2,361,626	2,221,069	140,557	94·05	5·95
" " 1894	1,822,125	45,880	1,867,005	1,849,062	17,943	99·04	0·96
6 years	11,773,687	*4,815,377	16,589,064	15,338,527	1,250,537	92·46	7·54

Prior to 1889 the materials for the construction of new lines and lines open for traffic were kept together; the accounts have therefore been carefully examined, and all construction purchases excluded from this Statement.

* This includes expenditure under special million vote for reconstructing rolling-stock and permanent way.

STATEMENT of Miles Open, and Percentage of Working Expenses to Gross Revenue for same period.

	Average miles open.	Total Revenue.	Average percentage working expenses have to Gross Revenue.
		£	%
6 years, ending 30th June, 1888	1,653¼	13,882,824	67·82
6 " 30th June, 1894	**2,280¼**	**18,677,903**	**63·04**

17/8/94

PARTICULARS of the Amount spent out of the Colony, viz., £1,250,537:—

	£	s.	d.
Rails, chairs, fish-plates, &c.	289,823	0	0
Loco. engines and tram motors	558,594	0	0
Boilers and materials for construction of same	46,172	0	0
Materials for construction of Pullman and tubular cars	38,870	0	0
Machinery, cranes, &c.	17,529	0	0
Wheels, axles, boxes, tires, buffers, springs, brake fittings, &c.	173,685	0	0
Telephones, electric staff and tablet instruments, and telegraph and fencing wire	21,680	0	0
Boiler plates, bars, tubes, copper plates, bars and rivets	62,101	0	0
Unclassified	42,083	0	0
	£1,250,537	0	0

R. Price-Williams, Esq., M. Inst. C.E., to The Railway Commissioners of New South Wales.

Gentlemen, Sydney, 2 March, 1894.

In compliance with your instructions I have again, after an interval of four and a half years, examined into the condition of the permanent-way and works of the Government Railways of this Colony.

On the former occasion I found it difficult to give expression to the anxiety I felt on discovering the then unsafe and unsatisfactory condition of the permanent-way; my present difficulty, however, is, I am glad to say, of quite an opposite character, and how, without saying anything capable of being misconstrued into mere compliment—alike unbecoming the occasion as it would be distasteful to yourselves—to give fitting expression to the genuine feeling of gratification I have experienced in recognising the great improvements effected in the condition of the permanent-way during the last four and a half years.

The improved condition of the permanent-way has been accompanied by alterations and improvements of so extensive and varied a character throughout the entire railway system, more especially in connection with the suburban lines, numerous deviations, and the duplicating of lines, as to render it extremely difficult to institute any fair comparison between the present condition of the permanent-way and works and what existed at the time of my previous examination. I therefore intend to deal separately with these important matters later on, and to confine myself at present to the permanent-way.

PERMANENT-WAY.

Sydney to Granville Junction.

With a view of contrasting the past and present condition of the permanent-way on the suburban lines I would, in the first place, draw attention to the fact that four and a half years ago there were about 3¼ miles on this heavily-worked portion of the main line still laid with iron rails, and both the rails and ballast were of inferior quality and in a deplorable condition, the line also being badly drained; whereas, at the present time, I find the lines between Redfern Station and Granville Junction all steel, and where relaid 80-lb. bull-head steel rails, heavy 45-lb. cast-iron chairs laid upon ironbark sleepers of heavier scantling (9 ft. x 10" x 5") have replaced the 75-lb. rails, 25-lb. chairs, and smaller-sized sleepers previously used.

The line, after being thoroughly drained, has been entirely reballasted with the excellent blue metal ballast obtained from the quarries at Kiama, the site of which I inspected and approved of at the time of my previous examination.

I am glad to find that this splendid ballast, which is exceedingly heavy and of the best quality, has entirely superseded the soft sandstone ballast previously used. The best portions of the old sandstone ballast, I observed, have been replaced in the road, so as to form the foundation for the new ballast, as shown on the accompanying sketch.

In addition to this, I observe that the extensive alterations alluded to, have admitted of six lines of way being laid between Redfern and the Junction with the Illawarra line, while the four lines have been extended to Flemington, about 2 miles beyond the Junction, with the Northern line at Strathfield; and further that the double line which previously only extended to Granville Junction, has since been continued to Picton. The total present mileage of running road between Redfern and Granville is 50 miles 13 chains of single line, as compared with 28 miles 50 chains of single line in 1889, 3¼ miles of which was then laid with iron rails.

I have no hesitation in saying that the permanent-way of the whole of the Suburban lines is now in the best possible condition and will bear comparison, both as regards quality of material and the condition in which it is maintained, with that of any English railway; and there can be no question that by the adoption of a heavier description of steel rails, ironbark sleepers of heavier scantling, combined with the heavier and more durable ballast now used, the future annual cost of maintaining and renewing these heavily worked portions of the railway will not only be largely reduced, but the wear of the rolling stock also will be proportionately lessened, and the much more easy running of the trains which has resulted from the improved condition of the road and so noticeable at present, will undoubtedly largely contribute to the greater comfort of the passengers.

Granville Junction to Goulburn (121 miles).

It will be in the recollection of the Commissioners that the permanent-way on this portion of the Southern Railway was, at the time of my previous report, in a very bad condition, the whole of it, with the exception of about 17½* miles rerailed here and there with steel rails, being at that time still laid with iron rails, over 100† miles of which had been in the roads for periods varying from nineteen to thirty years, the rails, more especially in the rock cuttings on the 1 in 30 gradients between Picton and Mittagong, where the sleepers rested on the bare rock formation, being in an exceedingly critical condition, and I can only attribute the fortunate immunity from accident there to the splendid quality and durability of the ironbark sleepers. The immediate steps taken to ensure the safe working of the traffic on these and many other unsafe portions of the permanent-way on this portion of the railway were necessarily to a great extent of a temporary character; and subsequently, after making good the worst portions of the main lines, they had to be entirely renewed with new 80-lb. steel rails and ironbark sleepers of heavier scantling.

My object in drawing attention to this is to show that it would have been impossible to judge of the alterations and improvements which have been made in the state of the lines by my merely going over them, as I have just done. The accurate records, however, which have been kept since the Commissioners took office, of the actul work done in relaying, rerailing, reballasting, resleepering, &c., &c., and shown graphically on the admirable Permanent-way Progress Diagrams, have enabled me fully to realise the extent and comprehensive character of the work which has been accomplished during the last four and a-half years. These

* 17 miles 37 chains, *vide* Report, 10th August, 1889. † 100 miles, *vide* Report, 10th August, 1889.

These records show that, irrespective of the temporary repairs and renewals required to ensure the safe working of the traffic, and irrespective of the new double line between Granville and Picton, there are at the present time 72 miles laid with steel rails, the greater portion consisting of 80-lb. rails, laid on the best ironbark sleepers of large scantling, and resting upon and boxed up with the best blue metal ballast, as already described. The other portions have been rerailed with 75-lb. steel rails, and with the exception of a few miles the whole line from Granville Junction has been entirely reballasted. I find there are about 48½ miles of iron rails still in the road, evidently of very good quality; and from the sound condition in which I found them, and the good quality of the ironbark sleepers and blue metal ballast upon which they are laid, I consider they will be serviceable for some time yet to come.

Altogether the permanent-way and works between Granville Junction and Goulburn are in excellent condition and well maintained; and, what is of the utmost importance in the proper maintenance of a line, the grips or side drains are well cleared out, so as to admit of the free drainage of the surface-water in the cuttings, the neglect of which on my former inspection I had so frequently to draw attention to.

I may also mention that when travelling at a speed of over 43 miles per hour over a portion of the line between Wollondilly and Cable's Siding, where the road has been entirely relaid with 80-lb. rails, the running was as steady—to quote the remark in my note-book—"as when travelling by the Irish express between Euston and Rugby," the cloud of dust, which on a former occasion followed in the wake of the train, being conspicuous by its absence. No more striking illustration could be afforded than this of one of the many benefits obtained from the substitution of the hard blue-metal for the soft sandstone and gravel ballast formerly used.

Goulburn to Cootamundra (118 *miles* 66 *chains*).

The 9½ miles of iron road on the 1 in 40 gradients on different parts of the line at Yarra, Cullerin, Binalong, Demondrille Junction, and Wallendbeen, which I found four and a-half years ago in such a deplorable condition, have, I observed, either been entirely relaid with new steel rails, resleepered, reballasted, and lifted, or rerailed with steel rails, and, where the steel rails were of a lighter section, the sleepers have been respaced.

At the time of my previous examination there were altogether about 9¾ miles* of detached pieces of road laid with steel rails. Since then, however, the rerailed portions have in some places been again reballasted, lifted, and the sleepers respaced.

The total mileage of iron rails in the road between Goulburn and Cootamundra in 1889 was about 109 miles; whereas at the present time there are only 18¼ miles (18 miles 19½ chains). These rails I found in very fair condition, and with the sound ironbark sleepers and the reballasting the road has received, they will continue serviceable for some time. I observed, however, that preparations are being made at different points along this part of the line for further relaying.

It is usually the practice to make ample provision for the ballasting required from time to time for maintenance purposes, and I was surprised on my previous examination to find there were no quarries opened out from which good blue-metal or quartz ballast could be obtained for reballasting the lines. I am glad, however, to find now that any quantity of the best blue-metal, quartz, or porphyry ballast can now be, and is, obtained from quarries in the immediate neighbourhood of the railways, the perfect ballasting of lines with this class of material being essential to their safe and economical maintenance.

I avail myself of the opportunity of mentioning that whilst at Jerrawa Station I witnessed the automatic ballasting of the line with a new hopper ballasting truck and plough invented by Mr. Rodgers. The method employed is exceedingly ingenious, simple, and effective; the whole operation of unloading and spreading twelve loaded ballast trucks, each containing 6 cubic yards, occupying just 5½ minutes, as timed by my stop-watch. It is needless to say that the ordinary method of unloading and spreading the ballast would have occupied twenty-four men at least half-an-hour to unload, and a further three-quarters of an hour to trim it in the complete way the plough does. I should also mention that only two Permanent-way men were employed in the operation, and that in addition to this great saving of time, a further very considerable economy is effected by lessening the time which a large number of men and locomotive power are kept idle, and the occupation of the main lines by the ballast train—a very important consideration, especially in working single lines. There can therefore be no question but that by the adoption of this new method of ballasting the cost will be most materially reduced.

Cootamundra to Albury (133 *miles* 20 *chains*).

I observed that the iron rails I previously examined between Cootamundra and Bethungra have been entirely replaced with steel, a portion of the road being relaid with new 80-lb. rails, on ironbark sleepers of larger scantling, and entirely reballasted; while the remainder of the road has been rerailed, reballasted, and, for the most part, lifted, the sleepers in many places having been respaced.

Between Bethungra and Junee Junction there now remain only about 10½ miles of iron rails. These are in very fair condition, and the line has for the most part been reballasted, and in many places lifted. The remainder of the road, from about the 279th mile post to Junee, has been entirely rerailed with steel rails, reballasted, and the road lifted.

Altogether, the road as far as Junee Junction is in thoroughly good running order, as was amply testified by the smooth and easy running whilst travelling over it at a speed of over 46 miles an hour on my return journey to Sydney.

A good deal of rerailing, reballasting, and lifting has also, I find, been done between Junee Junction and Wagga Wagga, more especially between Bomen and Wagga Wagga, where there has been about 5 miles of continuous rerailing with steel rails.

From

m.	ch.		m.	ch.		m.	ch.
*134	20	to	137	40	=	3	20
154	20	„	157	20	=	3	00
164	60	„	168	20	=	3	40
						9	60

From Wagga Wagga to Albury, as you are well aware, the line is entirely laid with steel rails; and there is no need of my referring to this portion of the line beyond remarking that many portions of it have been reballasted and lifted since the date of my previous inspection.

The total mileage of railway between Cootamundra and Wagga Wagga laid with iron rails in 1889—and then in very bad condition—was nearly 46½ miles (46 miles 33½ chains). At present there remains only about 27½ miles, which is well ballasted, sleepered, and in very good running order. The present mileage relaid with steel rails between Cootamundra and Wagga Wagga is 28½ miles; so that altogether, out of the 133½ miles between Cootamundra and Albury, 106½ miles are now laid with steel rails.

WESTERN LINE.

Granville Junction to Bathurst (130 *miles* 30 *chains*).

The 12 miles of iron rails in the down line between Granville Junction and Penrith, which at the time of my previous inspection were in a very bad condition, and had been in the road for periods varying from twenty-two to twenty-nine years, have, I observed, been entirely renewed; and, with the exception of a length of about 6 miles of iron rails, the whole of the up and down lines are now entirely relaid with steel rails; and the iron rails still in the road, which has been lifted and reballasted, as well as the ironbark sleepers, are in good condition.

I should also mention that a great deal of road-lifting and reballasting has been done on other portions of both up and down line between these two places.

In 1889, with the exception of about 14 miles of continuous rerailing with steel rails between Penrith and Springwood, and about 18½ miles between Springwood and Locksley, the remainder of the line to Bathurst, a distance of over 78 miles, was then entirely laid with iron rails; whereas at the present time only about 4 miles of iron rails remain in the road in detached pieces, chiefly on the down line between the bottom points of the Zig Zag and Bowenfels Station. The total mileage of iron rails in the road at the present time between Granville Junction and Bathurst only amounts to about 18 miles* of single line on 14 miles of railway, in good running order.

The ballast now used on this line consists of blue metal, quartz, or heavy slag of the best quality.

Between Bathurst and Blayney a considerable mileage of relaying with 80-lb. rails has been done, the whole distance between these two places now being laid with steel rails. Amongst other bits of bad road which have been renewed, I observed the short length between Perth and George's Plains, to which I drew particular attention on a former occasion.

NORTHERN LINE.

Strathfield to Hamilton.

I observed a great deal of reballasting and lifting has been done on the Down line between Strathfield and Hornsby Junction.

Between the Hawkesbury River and the junction at Islington (Newcastle) a great deal of work has also been done in improving the Down road by taking out the numerous soft places in the cuttings, lifting and reballasting the road with slag or blue metal, and further strengthening it by putting in additional sleepers where required.

Newcastle to Tamworth.

The whole of the iron rails in the Down line between Newcastle and West Maitland, the bad condition of which I had also on a previous occasion to draw attention to, has, I find, been entirely relaid or rerailed with steel rails, and to a great extent reballasted; while the Up road, which is also laid with steel rails, has been in many places resleepered, and the road lifted and reballasted with heavy slag ballast.

Between West Maitland and Lochinvar a continuous length of over 5 miles has been entirely relaid with 80-lb. steel rails and the road lifted, and here and there reballasted.

From Lochinvar to Branxton there are about 9½ miles of road laid with iron rails. These, although somewhat worn, are evidently of first-rate quality, as is testified by the good top they still retain and the excellent running condition in which the road at present is maintained. This portion of the line, I understand, will shortly be relaid throughout with 80-lb. steel rails; indeed, I observed a relaying gang at work when I was there.

Between Branxton and Singleton a continuous length of about 14 miles has been entirely relaid with new 80-lb. steel rails and ironbark sleepers of the larger scantling already alluded to, reballasted and the road lifted in many places, the ballast used being partly of blue rock, quartz, or granite—the latter brought to Newcastle as ships' ballast. I was glad to notice here, and on other parts of the Government Railways, a due provision of spare rails and sleepers, the absence of which on my previous inspection I drew attention to.

From near Singleton to Murrurundi the line is laid with iron rails, except where the deviations have been made, to which I shall have occasion to refer later on, where the rails are of the heavier 80-lb. "T" steel sections now used in all renewals. The road, I observed, has been in many places reballasted and lifted, and in some places resleepered, and is now well maintained and in good running condition.

From Murrurundi to within a short distance of Willow Tree Station, a considerable amount of rerailing with steel rails, reballasting and lifting, has also been carried out, while between Braefield and Tamworth, in addition to a large amount both of relaying, rerailing, lifting, and reballasting, the road has been resleepered where it is laid with iron rails. Altogether the line between Newcastle and Tamworth is well maintained, and the stations and buildings in good repair.

GENERAL

	m.	ch.
*Granville Junction to Penrith	5	78
Bottom Points to Eskbank	3	76
Lucas Siding to Bowenfels	3	76
Bowenfels to Wallerawang	1	64
	2	25
	17	79

GENERAL REMARKS.

It would be impossible, within the limits of this report, to give details of the many other improvements I observed in the present condition of the permanent way of the Government Railways throughout the Colony; but, briefly summarising the results of my examination, and what I have obtained from the records kept of the work done during the last four and a half years, I find that since the Commissioners took office altogether about 361½ miles of railway have been either wholly or partially relaid with steel rails and new ironbark sleepers of larger scantling; that 841* miles of way have been entirely or partially reballasted and the road lifted, while other portions have been entirely resleepered, and, where requisite and the rails are of light section, the sleepers have been respaced in order to afford the additional strength to the road to carry the heavier class of engines which I am glad to find the Commissioners are now so economically employing to work the traffic on the exceptionally heavy gradients in this Colony.

I have been much struck with the neat, tidy, and generally improved appearance of the railway lines throughout the Colony, and the striking testimony this bears to the greater care and attention now given to the proper and more economical maintenance of the permanent way. It only remains for me, in concluding this portion of my report, to refer briefly to the condition of the stations, station-buildings, platforms, sidings, bridges, and viaducts throughout the entire railway system, which I find to be in a good state of repair. The large amount of painting and other recent repairs I observed at a great many of the stations, and the uniformly neat, clean, and tidy appearance of the stations, station-buildings, platforms, &c., which I find, as a rule, to be a very good guide, bear testimony as to their being properly maintained.

It would be equally impossible within the limits of a report to refer in detail to other numerous improvements I have observed at many of the stations; but I may state that they have all been very judiciously made and have largely increased the facilities for working the existing, and meeting the requirements of the future, railway traffic of the Colony.

DEVIATIONS AND IMPROVEMENTS OF GRADIENTS AND CURVES.

Although my notice of them has been reserved for the concluding portion of this report, nothing I consider has more largely contributed to the better, safer, and more economical working of the traffic than the numerous important improvements effected by the Commissioners by the cutting out, or removal by deviation, of some of the worst grades and curves throughout the railway system, conspicuously instanced in the complete abolition of the First Zigzag, with all its dangers and hindrances to traffic, and also by the almost equally important improvement in the gradients at Wentworth Falls; the cutting out of two 1 in 33 grades north of Singleton, and the substitution of a uniform grade of 1 in 60, and at the Glen Lee cutting on the Southern line, between Granville and Picton, all of which have been most successfully accomplished without in any way interfering with the working of the traffic.

I have been particularly struck with the original and very ingenious method adopted in improving the 1 in 70 and 1 in 80 gradients against the load on either side of the Glen Lee cutting to much easier gradients of 1 in 100, the 1 in 70 and 1 in 80 gradients with the load, much reduced, however, as regards length and height, being retained for working the down grade traffic. It is scarcely necessary to say that these great improvements in the gradients against the load largely economise the tractive power and enable it to be profitably utilised in the haulage of heavier trains. The method so successfully adopted here of carrying out the work on the up and the down line separately, by slightly deviating them, has enabled a very large amount of excavation in the cuttings to be saved, and also the cost of reconstructing the existing works, which have been left untouched.

It only remains for me to add, that what has impressed and surprised me most in connection with the extensive alterations and improvements effected by the Commissioners in the reconstruction of the stations and in the re-arrangement of the lines on the suburban railways, the duplication of the lines between Granville and Picton, and between Strathfield and Hornsby, together with the numerous deviations and improvements of grades throughout the railway system, is, that all this should have been accomplished without necessitating any large resumption of land, or interfering with the working of the traffic on the busiest portions of the railway system; and further, that these most difficult and complicated works should have been completed in so short a time and at relatively so small a cost, regard being had to the great difficulties and obstacles inseparable from the carrying out of works of this kind—difficulties which can only be properly appreciated by those who had to deal with them.

I am, &c.,
R. PRICE-WILLIAMS.

---

	m.	ch.
* Entirely reballasted	246	20
Partially ,, ...	393	52
Lifted on old ballast	200	65
	840	57

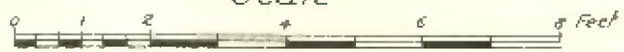
Establishment

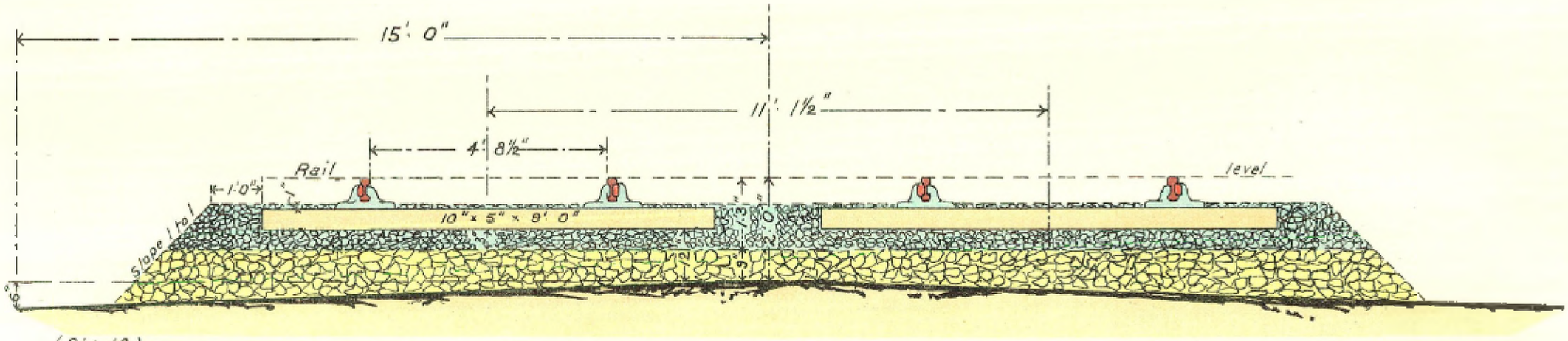
N.S.W.R.

Suburban Widening

Permanent Way

Scale





(Sig. 10)

Top ballast Broken Blue Stone 2½" Gauge

Bottom " Broken Stone 4" Gauge – Hand-packed.

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

Establishment of Railway Employees Provident and Pension Fund.

The Railway Commissioners had early in view the desirability, in the interests of the staff, of establishing a provident and pension fund for the relief and support in sickness, on retirement, and other contingencies, of persons employed, and a Bill was drawn up and submitted to Parliament, with the object of obtaining authority to bring the fund into existence.

The benefits to be given under the fund, and the nature of the same, are set forth in four schedules, the advantages being dominated by the amount of the weekly contributions. The schedules were as under:—

First Schedule.

Weekly payment.	Sickness allowance payable in case of disablement by sickness or injuries received whilst not on duty.		Casualty allowance payable in case of temporary disablement from injuries received whilst on duty.		Accident allowance payable in case of accident on duty resulting in death or total permanent disablement.	Death allowances.		Retiring allowance payable on retirement at 65.	Retiring gratuity payable on retirement if contributor is not eligible for a weekly retiring allowance. Contributions paid for—		
	First 26 weeks.	Second 26 weeks.	First 26 weeks.	Second 26 weeks.		On death of a contributor otherwise than from accident on duty.	On death of a contributor's wife.		10 to 15 years.	15 to 20 years.	Over 20 years.
s. d. 1 0	Per week. s. d. 25 0	Per week. s. d. 18 0	Per week. s. d. 40 0	Per week. s. d. 30 0	£ 300	£ 50	£ 20	Per week. s. d. *20 0	£ 20	£ 30	£ 50

Second Schedule.

Weekly payment.	Sickness allowance payable in case of disablement by sickness or injuries received whilst not on duty.		Casualty allowance payable in case of temporary disablement from injuries received whilst on duty.		Accident allowance payable in case of accident on duty resulting in death or total permanent disablement.	Death allowances.		Retiring allowance payable on retirement at 65.	Retiring gratuity payable on retirement if contributor is not eligible for a weekly retiring allowance. Contributions paid for—		
	First 26 weeks.	Second 26 weeks.	First 26 weeks.	Second 26 weeks.		On death of a contributor otherwise than from accident on duty.	On death of a contributor's wife.		10 to 15 years.	15 to 20 years.	Over 20 years.
s. d. 0 9	Per week. s. d. 18 6	Per week. s. d. 13 6	Per week. s. d. 30 0	Per week. s. d. 22 6	£ 225	£ s. 37 10	£ 15	Per week. s. d. *15 0	£ s. 15 0	£ s. 22 10	£ s. 37 10

* Increased retiring allowance may be obtained in accordance with section 5 of this Act.

Third Schedule.

Weekly payment.	Sickness allowance payable in case of disablement by sickness or injuries received whilst not on duty.		Casualty allowance payable in cases of temporary disablement from injuries received whilst on duty.		Accident allowance payable in case of accident on duty resulting in death or total permanent disablement.	Death allowances.	
	First 26 weeks.	Second 26 weeks.	First 26 weeks.	Second 26 weeks.		On death of a contributor otherwise than from accident on duty.	On death of a contributor's wife.
s. d. 0 6	Per week. s. d. 12 6	Per week. s. d. 10 0	Per week. s. d. 20 0	Per week. s. d. 15 0	£ 200	£ 25	£ 12

Fourth Schedule.

Weekly payment.	Sickness allowance payable in case of disablement by sickness or injuries received whilst not on duty.		Casualty allowance payable in case of temporary disablement from injuries received whilst on duty.		Accident allowance payable in case of accident on duty resulting in death or total permanent disablement.	Death allowances.	
	First 26 weeks.	Second 26 weeks.	First 26 weeks.	Second 26 weeks.		On death of a contributor otherwise than from accident on duty.	On death of a contributor's wife.
s. d. 0 9	Per week. s. d. 25 0	Per week. s. d. 18 0	Per week. s. d. 40 0	Per week. s. d. 30 0	£ 300	£ 50	£ 20

1. The membership to be optional, but any railway employee between the ages of 18 and 45 receiving not less than 25s. per week was eligible to become a contributor of the first or second class.
2. Any employee under 18 or between the ages of 18 or 35, receiving less than 25s. per week, was eligible to become a contributor in the 3rd class.
3. Any employee between the ages of 35 and 45 was eligible to become a contributor of the 3rd or 4th class.

1. A contributor of the first or second class could obtain an increased retiring allowance above the amount shown in the schedule by paying an additional contribution to the fund, *i.e.*, if he were not above 25 years of age he would receive an additional retiring allowance of 5s. 9d. weekly for each additional 1d. per week subscribed.

2. If the contributor were above 25 years of age and not 30, the additional retiring allowance to be 2s. 10d. weekly for each additional 1d. contributed.

3. If the contributor were above 30 years of age and not 45 he was to be allowed such additional retiring allowance allowed as the Actuary to the fund should certify as a proper amount for each additional 1d. contributed.

Only persons employed by the Commissioners were to become contributors to the fund, but temporary employees might, with the permission of the Commissioners, contribute and become during the period of their employment entitled to the casualty and accident allowances, as set forth in the fourth schedule. The contribution payable being 4d. weekly.

The Government Railway Act of 1888 provides that any person being permanently employed in the Railway Service after the passing of such Railway Act shall insure his life, but the Provident Fund Bill provides that any person becoming a contributor to that fund shall be deemed to have complied with the provision of the Railway Act as regards life insurance, and no further action need be taken with regard to life insurance.

A contributor was not allowed to join the fund in more than one class, but a contributor might be allowed to transfer from a lower to a higher class of benefits if eligible. The person transferring paying such a sum as the Actuary to the fund should determine to be due to the fund under the circumstances of the transfer.

Any railway employee being a contributor to the Civil Service Superannuation Account might elect to retire from that fund and to join the railway employees Provident and Pension Fund, all privileges due to him on his retirement from the Civil Service Fund being conserved to the date of transfer.

Contributors to the fund ceasing to be in the employ of the Commissioners otherwise than by dismissal, might be allowed to continue to contribute and enjoy the advantages of the fund other than with regard to retiring allowances, the contribution payable for such advantages being fixed by the Actuary of the Fund.

1. Any person ceasing to be employed and to contribute to the fund should have claim to the benefits of the fund as might be determined.
2. Any person in receipt of a retiring allowance should be considered to be a contributor so far as the payment of the death allowance in case of his wife's death is concerned.
3. Any person whose services were dispensed with through retrenchment, and had no wish to continue a contributor, might be allowed a sum equal to half the retiring gratuity provided after ten years contribution; but any contributor dismissed from the service should forfeit all claims to the benefits of the fund.
4. The sickness allowance to be payable for a maximum period of fifty-two weeks, consecutive or otherwise, during any period of eighteen months; but any additional cases of continued sickness where the allowance has been exhausted, the Committee might grant a further sum not exceeding £10.

Any allowance payable under the provisions of the fund will be incapable of being assigned or in any way anticipated.

The amount of any contributors payment to the fund might be deducted by the Commissioners from the employees wages when due.

The Commissioners shall contribute to the fund an annual sum equal to 75 per cent. of the contributions of the employees, or such less amount as the Actuary shall certify to be sufficient to secure the stability of the fund.

The management of the fund was to be vested in a Committee of not less than nine members, two-thirds to be nominated by the delegates and one-third by the Commissioners.

The delegates to represent the contributors and to be elected from each district according to the locality in which they are for the time being employed, the number of delegates for each district to be subsequently arranged by regulation.

The Chairman of the Committee to be one of the members appointed by the Commissioners.

The Secretary and Actuary to be appointed and paid by the Commissioners.

In case the fund should be deemed by the Committee to be insufficient to meet its liabilities a levy, not to exceed two additional weekly contributions during each period of three months, might be made by the Committee.

STATEMENT showing the Average Rates of Pay made to the undermentioned class of of Employes in October, 1888, as compared with June, 1894.

Occupation.	October, 1888.				June, 1894.			
	No.	From	To	Average Rates.	No.	From	To	Average Rates.
		per day.	per day.	per day.		per day.	per day.	per day.
Locomotive engine-drivers, Railways	441	11/-	15/-	13/6¼	307	11/-	15/-	14/-
Locomotive firemen, Railways	468	8/-	10/-	9/1½	379	8/-	10/-	10/-
Locomotive cleaners, Railways	347	5/-	11/-	6/2½	368	4/-	10/-	7/-
Fitters	309	7/-	14/-	10/5½	276	8/-	15/-	10/6½
Turners	93	8/-	12/8	10/6	103	8/-	12/8	10/6
Machinists	57	5/6	10/2	8/8	60	7/6	12/-	8/10
Boiler-makers	96	8/-	12/2	10/2	121	8/-	14/-	10/4
Boiler-makers' assistants	83	6/-	9/2	7/2¾	79	7/-	8/6	7/4
Moulders	24	7/6	14/-	9/11¼	38	8/-	14/-	10/3¾
Blacksmiths	129	7/-	16/-	10/7	113	8/-	16/-	11/-
Strikers	160	6/-	8/6	7/4¾	141	6/6	8/2	7/4¼
Tinsmiths	20	7/6	11/4	9/8¼	19	9/6	11/8	10/3¼
Pattern-makers	14	9/-	12/2	10/8¾	8	10/-	15/-	11/3¾
Gas-fitters	17	4/-	12/-	8/10	26	6/6	12/-	9/8½
Gas-makers	17	5/6	10/-	8/11¾	16	7/-	11/8	9/3
Carriage and wagon builders	184	7/-	11/8	10/0¾	181	8/-	14/-	10/2
Carriage and wagon examiners	81	6/-	14/8	9/7½	77	7/6	13/-	9/7½
Carpenters	177	5/-	13/-	9/11¾	76	7/-	13/-	10/2
Painters	94	6/-	11/2	9/1	91	8/-	12/-	9/3¼
Stationary engine-drivers	40	7/-	10/8	8/2	24	7/6	10/6	8/8
Fuelmen	156	5/-	12/-	7/5¼	125	6/-	9/-	7/4½
Oilers	35	4/-	9/-	7/2½	20	4/-	8/-	7/1
Pumpers	73	7/-	11/-	8/3¾	49	5/6	10/-	8/5¾
Guards	242	8/-	12/-	10/0½	247	8/6	12/-	10/2¾
Assistant guards	90	7/-	8/6	8/3	46	8/6	8/6	8/6
Porters	1,026	6/-	12/-	7/-	648	6/-	10/-	7/3
Junior porters	118	1/8	5/-	3/9¾	313	2/6	5/-	4/7½
Signalmen	139	6/-	11/-	8/6	181	7/-	11/6	9/2¾
Shunters	161	5/-	11/-	7/6½	159	7/-	11/-	7/11¼
Gangers	514	8/-	12/-	9/0½	420	8/6	12/-	8/11½
Fettlers and labourers	2,818	5/-	10/-	7/3¾	2,149	6/6	9/6	7/4½
		per annum.	per annum.	per annum.		per annum.	per annum.	per annum.
Station-masters	155	£150	£400	£222/14/-	163	£150	£380	£214/1/-
Officers-in-charge	127	£117	£210	£159/3/4	155	£130	£209	£151/5/8
Night officers	150	£60	£195	£119/8/1	150	£120	£180	£134/15/4
Clerks	362	£120	£500	£191/3/1	295	£125	£470	£188/11/6
Junior clerks	170	£26	£120	£91/10/5	239	£30	£120	£78/3/6
Operators	142	£50	£250	£101/19/10	58	£60	£200	£113/11/-

Every servant, except salaried officers, is granted a day's leave on full pay for each proclaimed public holiday (averaging about twelve days each year). An equivalent in money is allowed if the holidays cannot be taken.

In addition to the above, engine-drivers, firemen, guards, signalmen, and gangers are allowed six good conduct holidays.

Expenses, averaging 3s. per day, are also allowed to drivers, firemen, guards, and all others, when away from their home station.

Lodging-houses, with attendants, are also provided at all the principal depôts, for drivers, firemen, and guards, free of charge.

Station-masters and Officers-in-charge are allowed free houses.

Salaried Staff allowed three weeks' holiday per annum on full pay.

Free passes, "Station to Station," are also allowed, when on leave, to each member of the staff, including wife and family, not exceeding three persons.

PARTICULARS

Particulars of the Principal Works carried out, 1889–94.

1. The number of miles for which provision has been made for the traffic to be worked under the Absolute Block System, by the introduction of new appliances, has been increased from 28 to over 1,168½ miles.

2. The number of places interlocked have increased from 104 to 340.

3. The work of fitting up the goods stock with a continuous automatic brake is being quickly proceeded with, and 3,380 vehicles have been fitted with the Westinghouse appliances.

4. The rolling stock has been increased in all departments to meet efficiently the increased traffic.

5. Rolling stock has also been created to equip 330 miles of line, authorised to be constructed since the Commissioners took office.

6. On the mountain lines a considerable sum has been spent in altering the 8-chain curves, and easing the gradients Grades have also been improved at Mumbil and Manoa in the west, Singleton and Quirindi in the north, and Merrylands, Cabramatta, Glenfield, Glen Lee, Spaniard's Hill, and Colo Vale in the south.

7. Deviation of the line to avoid the first Zig Zag at Lapstone Hill; also an important deviation improving the grades near Wentworth Falls.

8. The line between East and West Maitland has been raised above flood-level, to avoid interruption to the Great Northern trunk line traffic in time of flood, the whole of the traffic having been stopped several times soon after the Commissioners assumed office. At Newcastle the main lines have been deviated to admit of the extension of Scott-street and the carrying of the tram lines into the city and forward to the Beach.

9. Various deviations have been made on the Mudgee line, to make travelling upon that line safer and freer from interruption by landslips.

10. A curve has been put in between the North Coast and Suburban Lines at Homebush, to facilitate the exchange of the rapidly developing traffic from the north to Flemington Cattle-yards, and the southern and western line.

11. The Mount Keira Line has been purchased, and a loop from off the Illawarra Line provided in connection therewith for the accommodation of coal traffic to be shipped at Wollongong.

12. Four large, well-equipped blue metal quarries have been acquired to enable the lines to be efficiently maintained.

13. New passenger stations have been built at Bowral, Moss Vale, Wentworth Falls, Katoomba, Lithgow, Orange, Blayney (and at the latter place convenient arrangements have been made for the exchange of goods traffic with the Blayney-Murrumburrah Line), Helensburgh, Carlton, Erskineville, Exeter, Riverstone, Cockle Creek, Greta, and Hartley Vale; also new buildings or improved accommodation at stations on the widened lines.

14. At Sydney additional roofed platforms have been provided, and roofing for the protection of passengers getting in and out of cabs and exchanging with the trams. A large new parcels office and cloak-room have also been provided.

15. New carriage-sheds have been provided at Eveleigh, Hurstville, Homebush, Moss Vale, Goulburn, Junee, Albury, Jennings, and Bourke for the protection of valuable carriage stock, and the more efficient cleaning of the same.

16. A large goods-shed for outward traffic, to accommodate 97 waggons, wool-shed for 118 waggons, and produce-shed for 87 waggons, have been provided for the largely increasing traffic of Sydney. A goods-shed has also been provided at Hamilton.

17. New shed for flour traffic, &c., Goulburn.

18. Grain-sheds at Jerilderie, Old Junee, and Coolamon, and a large number of platforms, waiting-sheds, goods-sheds, loading-banks, sidings, weighbridges, turntables, signals, and interlocking arrangements, and numerous other minor works to meet the great growth of traffic on the parent lines which has taken place since 1888.

19. New engine-sheds have been provided at Hamilton (Newcastle), Clyde, Hurstville, Homebush, Campbelltown, Harden, Werris Creek, and Orange.

20. At Eveleigh commodious gas-works have been erected to meet the increased demands for lighting carriages, yards, &c.

21. At Clyde a complete marshalling-yard for the whole of the suburban traffic and exchange traffic between the Southern and Western and Northern Lines has been provided, which has greatly facilitated and economised the working.

22. A large block of land acquired, and sidings, goods-yard, and goods-shed have been provided at Alexandria (Eveleigh).

23. For the coal traffic at Newcastle, largely increased accommodation has been provided at the Dyke.

24. Botany line tramway has been partly duplicated.

25. Sixty-two cottages have been provided for the staff in various parts of the line. Eleven new lodging-houses have been provided for the staff when away from their homes.

26. Forty-four over-bridges and subways have been provided for the greater security of life in connection with the crossing of the railway.

27. A large amount of additional flood openings provided at Clyde, Bourke, and other places.

28. The lines, facilities, and rolling stock were notoriously below the requirements of the trade when the Commissioners took office, and since that date the business has largely increased. A large expenditure was therefore necessary to bring the property up to an efficient and satisfactory state, and only a moderate expenditure per annum will be required to meet the ordinary growth of business in the future.

NEW SOUTH WALES GOVERNMENT RAILWAYS.

RATES for the years 1888 and 1894 compared.

DESCRIPTION.		MILES. 50	100	150	200	250	300	350	400	450	500	550	600
		s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.
Agricultural Produce— Grain, Flour, Meal, Bran, Pollard, Millet Seed, Beet-root, Green Chicory Root, Potatoes, Parsnips, Pumpkins, and other Agricultural Produce, not otherwise classified, on the up journey in truck loads per ton	1888	5 4	9 9	12 2	14 6½	16 11	18 9½	20 8	22 4	24 0	25 8	27 4	29 0
	1894	**4 10**	**8 4**	**10 0**	**11 8**	**13 0**	**14 0**	**14 9**	**15 3**	**15 9**	**16 3**	**16 9**	**17 3**
Hay— In truck loads not exceeding 6 tons per truck, average rate per ton	1888	4 7	6 4	8 10	11 0	12 7	14 2	15 10	17 6	19 1	20 8	22 4½	24 0½
	1894	**4 7**	**6 4**	**8 10**	**11 0**	**12 6**	**13 11**	**15 4**	**16 9**	**18 1**	**19 6**	**20 11**	**22 4**
Chaff— In truck loads not exceeding 6 tons per truck, average rate per ton	1888	3 10	4 8	6 6	8 1	9 3	10 6	11 8	12 10½	14 1	15 3	16 4½	17 6
	1894	**3 10**	**4 8**	**6 6**	**8 1**	**9 2**	**10 3**	**11 3**	**12 3**	**13 3**	**14 3**	**15 3**	**16 3**
Crude Ores— On the up journey in truck loads not exceeding 6 tons, per ton	1888	4 10	8 4	10 11½	13 1	15 3	16 11	18 7	20 1	21 7	23 1	24 9	26 5
Do do **120 tons and upwards per week** ...	**1894**	**2 6**	**4 2**	**6 3**	**8 4**	**10 5**	**12 6**	**14 7**	**16 8**	**18 9**	**20 10**	**22 11**	**25 0**
Coke— Carried in Government trucks, per ton	1888	8 10	13 0	17 2	21 4	25 6	29 8	33 10	38 0	42 2	46 4	50 6	54 8
	1894	**4 0**	**8 2**	**10 11½**	**13 1**	**15 3**	**16 11**	**18 7**	**20 1**	**21 7**	**23 1**	**24 6**	**25 11**
Live Stock— Horses and Cattle, per truck	1888	33 4	66 8	98 4	123 4	140 0	156 8	173 4	190 0	206 8	223 4	240 0	256 8
	1894	**33 4**	**63 4**	**82 1**	**93 9**	**113 4**	**127 11**	**142 6**	**157 1**	**171 8**	**186 3**	**193 9**	**201 3**
Pigs in single-deck trucks, per truck	1888	33 4	66 8	98 4	123 4	140 0	156 8	173 4	190 0	206 8	223 4	240 0	256 8
	1894	**33 4**	**63 4**	**82 1**	**98 9**	**113 4**	**127 11**	**142 6**	**157 1**	**171 8**	**186 3**	**193 9**	**201 3**
Pigs in double-deck trucks, per truck	1888	50 0	100 0	147 6	185 0	210 0	235 0	260 0	285 0	310 0	335 0	360 0	385 0
	1894	**33 4**	**63 4**	**82 1**	**98 9**	**113 4**	**127 11**	**142 6**	**157 1**	**171 8**	**186 3**	**193 9**	**201 3**

General Goods.—A general Truck rate was introduced in May, 1894, for distances over 90 miles, embodying considerable reductions upon the ordinary tonnage rates.

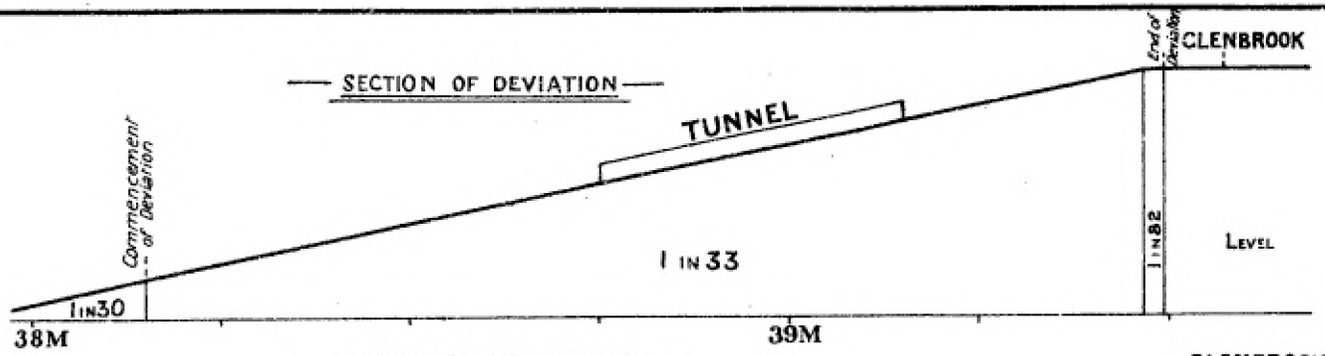
The Fourth Class rate was abolished in August, 1890, and all the articles placed in lower classes, and large numbers of articles reduced from Third, Second, First, and B and A Classes to lower classes.

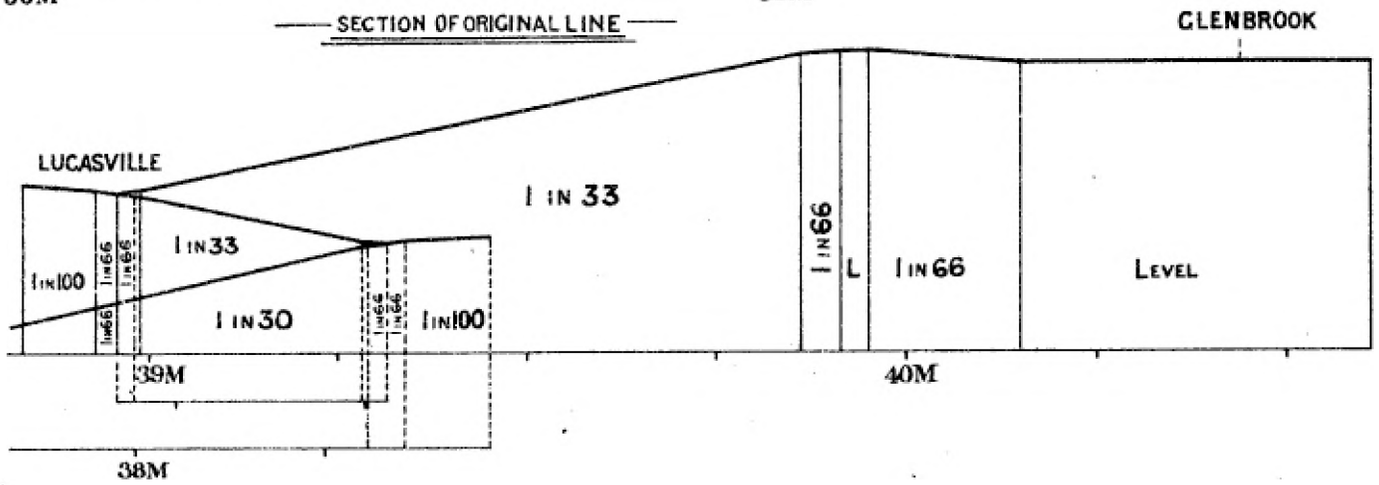
Sydney: Charles Potter, Government Printer.—1895.

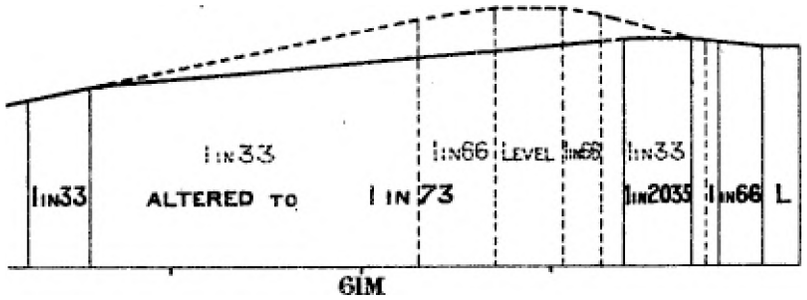
A.

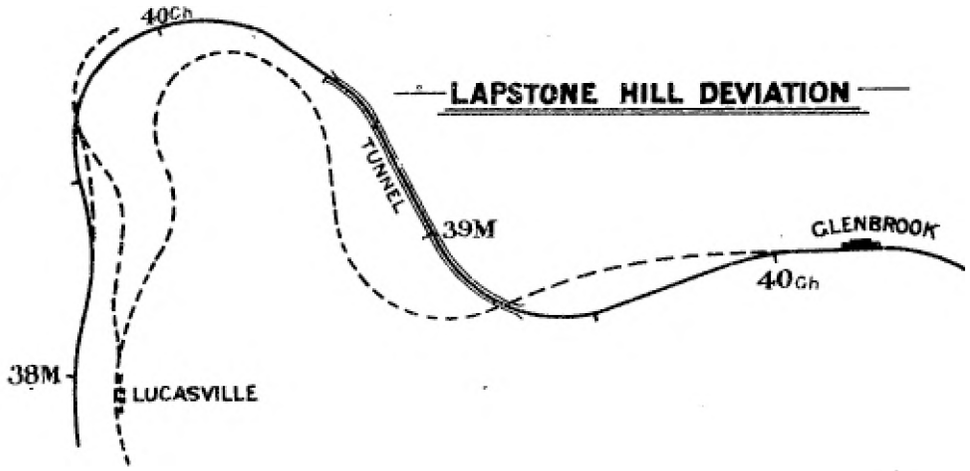
DIAGRAM

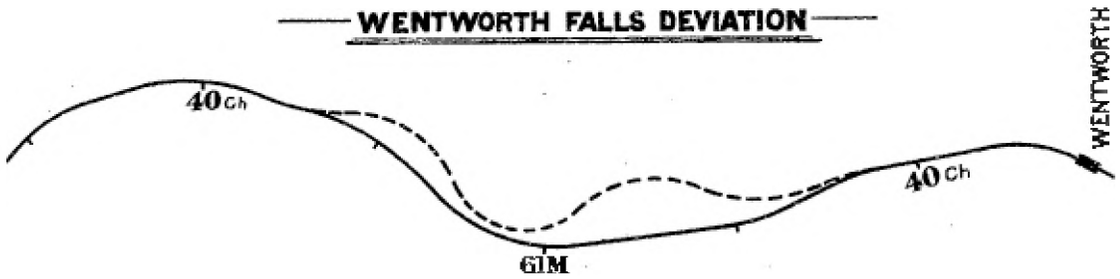
SHEWING PORTIONS OF THE WESTERN LINE
WHERE IMPROVEMENTS HAVE BEEN CARRIED OUT











(Sig 10)

B.

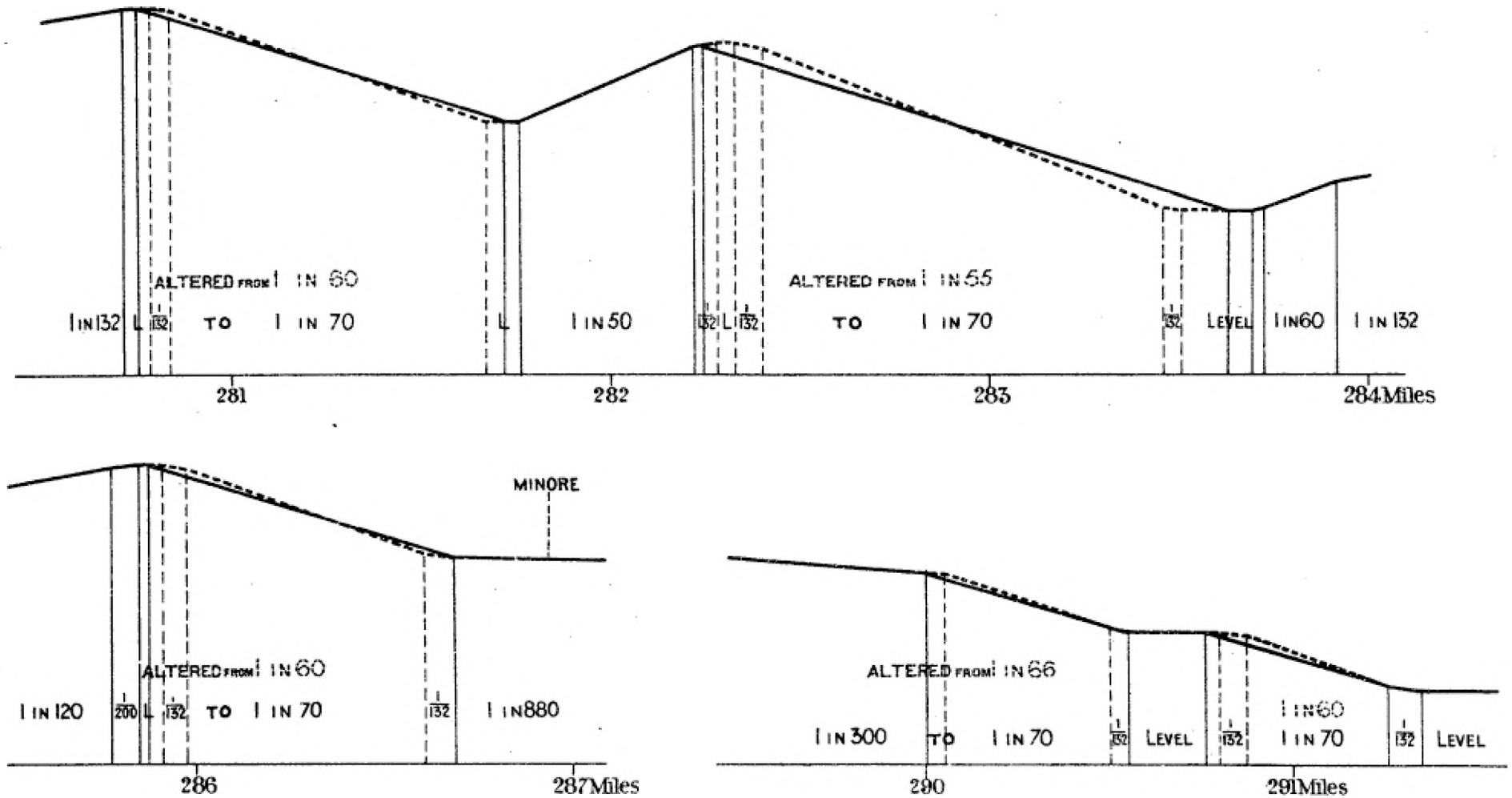


DIAGRAM SECTION SHEWING PORTIONS OF THE WESTERN LINE WHERE IMPROVEMENTS HAVE BEEN CARRIED OUT

(Sig 10)

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

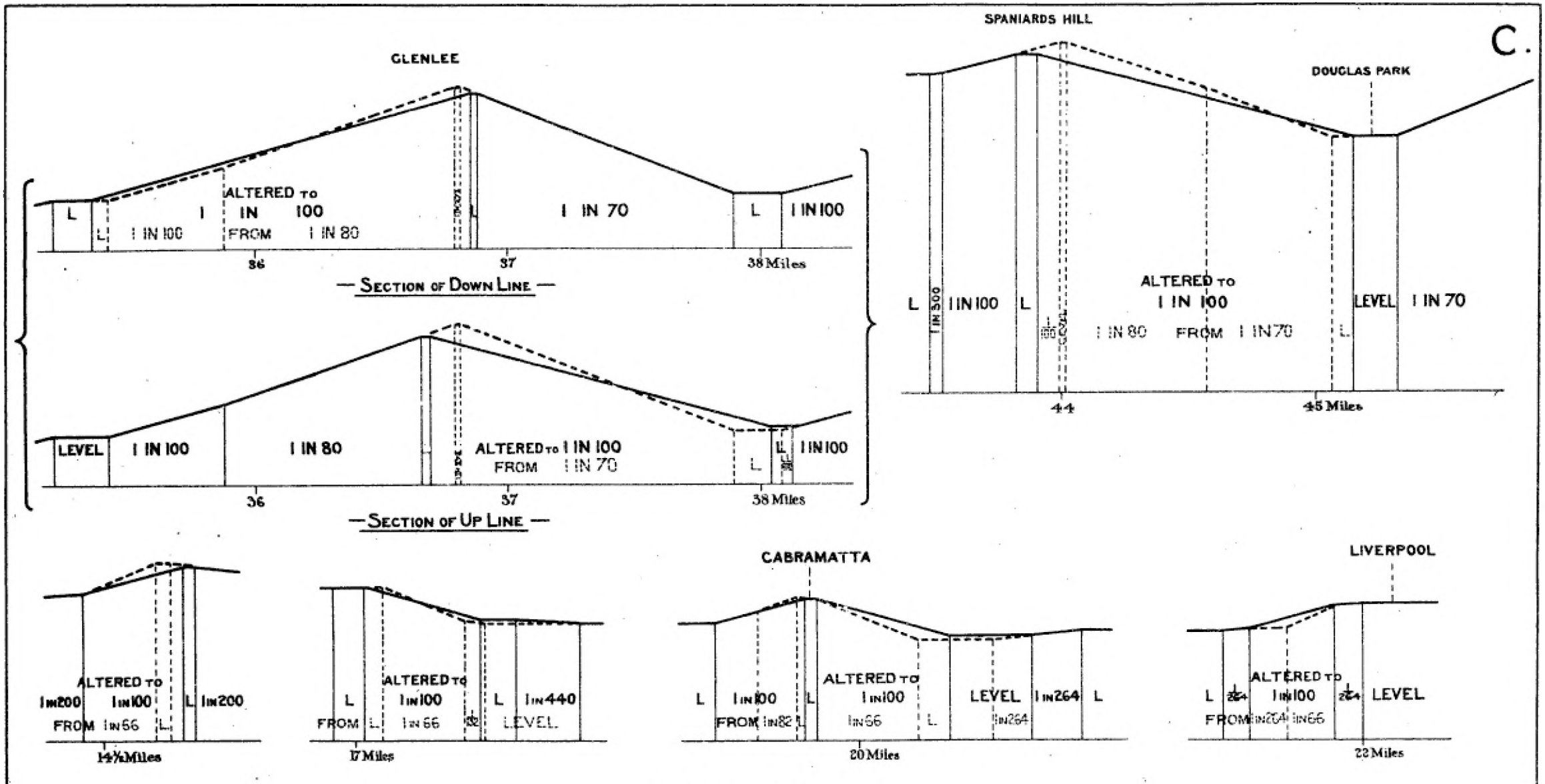


DIAGRAM SECTIONS

SHEWING PORTIONS OF THE SOUTHERN LINE

WHERE IMPROVEMENTS HAVE BEEN CARRIED OUT

(Sig. 10)

D.

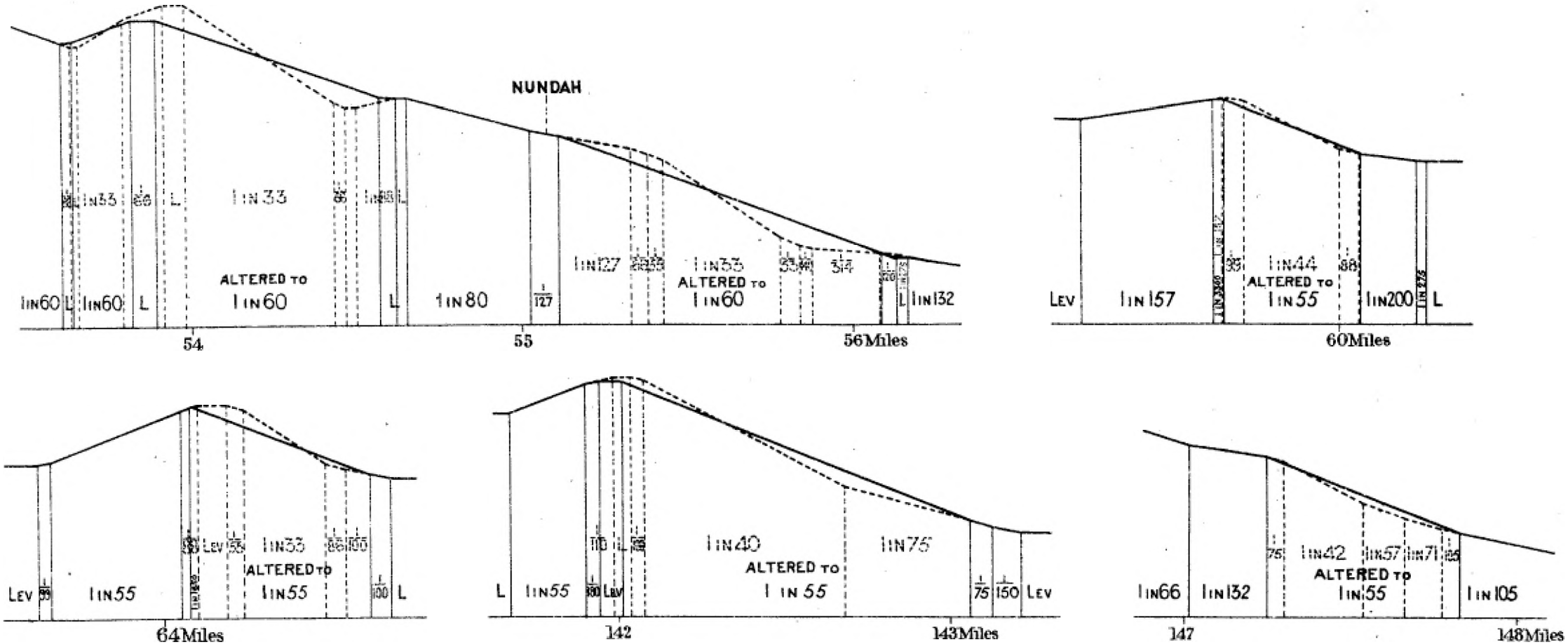


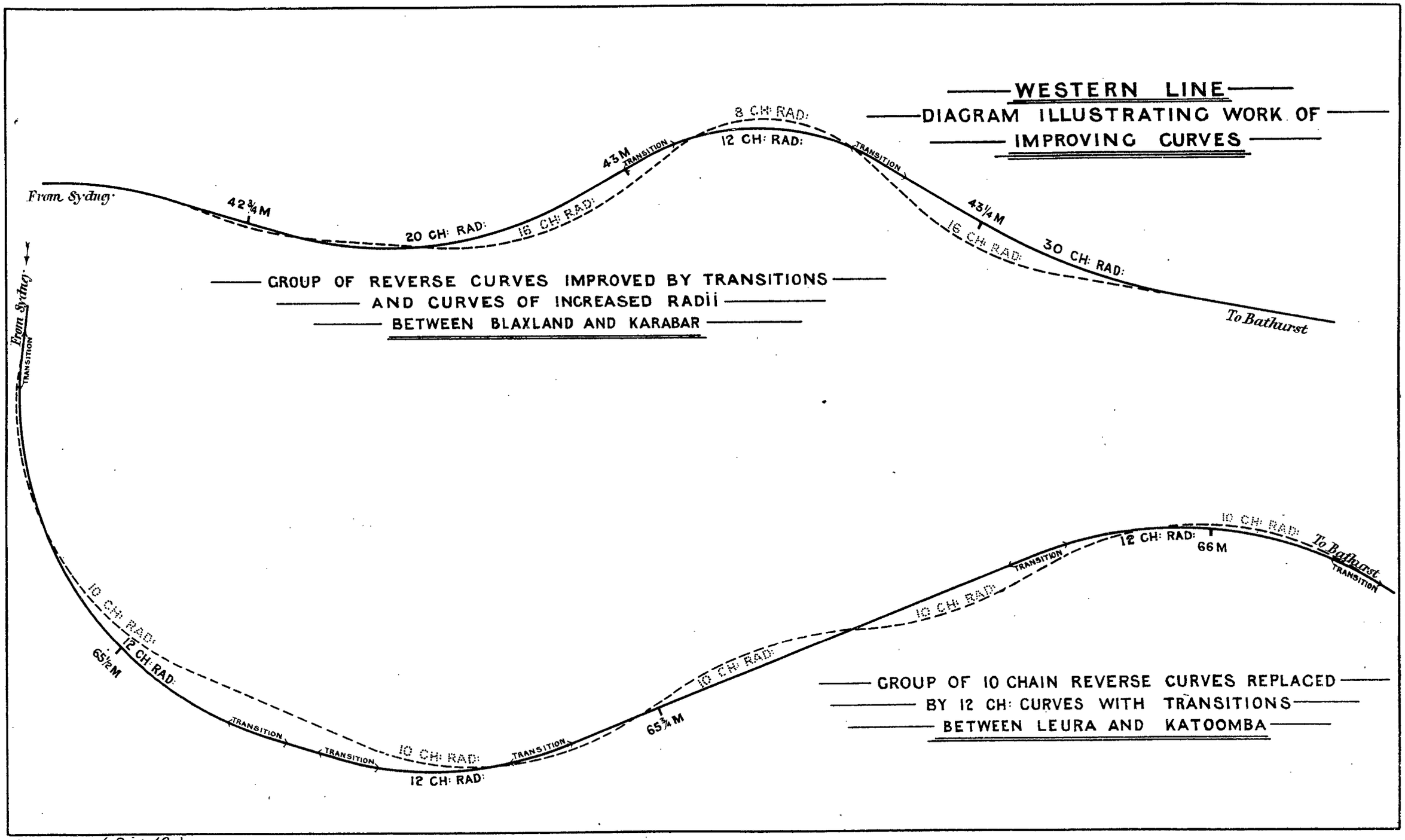
DIAGRAM SECTIONS

SHEWING PORTIONS OF THE NORTHERN LINE

WHERE IMPROVEMENTS HAVE BEEN CARRIED OUT

(Sig. 10)

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



(Sig. 10)

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

1895.

NEW SOUTH WALES.

RAILWAYS AND TRAMWAYS.

(REPORT OF RAILWAY COMMISSIONERS FOR THE QUARTER ENDING 30TH JUNE, 1895.)

Presented to Parliament, pursuant to Act 51 Vic. No. 35, sec. 44.

Offices of the Railway Commissioners of New South Wales,
Sydney, 26th July, 1895.

To The Honorable the Minister of Railways,—

Sir,

In accordance with the provisions of the 44th clause of the Railway Act of 1888, 51 Vic. No. 35, we have the honor to submit, for the information of Parliament, our Report, for the quarter ending 30th June, 1895, upon the subjects specified.

I.—State of the Traffic.

RAILWAYS.			Quarter ending 30th June, 1894.	Quarter ending 30th June, 1895.
Miles open			2,501½	2,531½
Revenue		1894. / 1895.		
	Passenger	£252,309 / £254,670	£576,398	619,336
	Merchandise	£324,089 / £364,666		
Expenditure			£351,563	390,247
Train miles run			1,632,969	1,810,765
Earnings per train mile			7/0¾	6/10
Expenditure per train mile			4/3¼	4/3¾
Percentage—Expenditure to earnings			60·99	63·01
Number of passengers			4,811,620	5,137,465
Tonnage of goods traffic			874,894	982,774
Tonnage of live stock traffic			32,720	43,616

TRAMWAYS.	Quarter ending 30th June, 1894.	Quarter ending 30th June, 1895.
Miles open	58½	61
Revenue	£66,015	70,679
Expenditure	£56,855	61,660
Tram miles run	539,854	646,201
Earnings per tram mile	2/5¼	2/2½
Expenditure per tram mile	2/1¼	1/11
Percentage—Expenditure to earnings	86·12	87·24
Number of fares collected	15,502,477	16,287,171

RAILWAYS.

II.—Condition of the Lines.

A report as to the condition of the lines will be found as an Appendix, page 4.

III.—Special Rates.

A statement of the special rates, and the reasons for making the same, will be found attached, page 4.

IV.—Staff.

These returns are given as an Appendix, pages 5 and 6.

General Remarks.

The earnings for the quarter give an increase of £42,938 over the June quarter of last year.

The goods earnings increased as follow:—Live stock, £24,719; coal and other minerals, £6,842; and general merchandise, £9,017.

The coaching earnings give a net increase of £2,360, although the first-class passenger traffic shows a decrease of £2,088.

The expenditure for the quarter shows an increase of £38,684. Of this sum about £13,000 was expended in wages consequent upon the majority of the men working full time, as compared with short time during the June quarter of last year. £12,711 was spent in additional relaying, and the balance represents the cost of the extra materials used by the men working full time, and the expenses necessary in connection with the working of a larger traffic.

The increase in train mileage and decrease in earnings per train mile were largely contributed to by additional tonnage carried at very low rates such as grain, flour, and produce, coal, and other minerals. This class of traffic amounted to 729,032 tons, as compared with 640,426 tons in the June quarter of last year. The working of the new lines, viz., the second section of the Lismore-Tweed, 25 miles, and the Sydenham to Belmore, 5 miles, also contributed 15,610 miles to the train mileage, while the earnings fall considerably below the average per train mile of the whole system.

CONDITION OF THE LINES AND ACCOMMODATION FOR THE TRAFFIC.

The relaying of the Main Lines with steel rails and paying the cost out of working expenses has been continued, and the lines generally have been well maintained.

The works in connection with the improvement of the grades at Toowong, Moss Vale, Wingello, between Wellington and Dubbo, and Goulburn and Cullerin, are making good progress.

TRAMWAYS.

The Tramway earnings give an increase of £4,664. The expenditure shows an increase of £4,805. In this sum an amount of £932 is included, which could be very properly charged to capital, as it represents a portion of the cost of duplicating the line from Bondi Junction to Charing Cross, and the balance is due to the expense of working the additional traffic.

The increased mileage is due to the opening of the tramway extensions at Newcastle and the Ocean-street Cable line, Sydney; and the decrease in earnings per tram mile is largely owing to the receipts from these sections being lower than the average of the trams generally.

We have the honor to be,
Sir,
Your most obedient servants,

CHARLES OLIVER,
Deputy Chief Commissioner.

W. M. FEHON,
Commissioner.

APPENDIX I.

NEW SOUTH WALES GOVERNMENT RAILWAYS.

Sir, Office of Engineer-in-Chief for Existing Lines, 17 July, 1895.

I have to report, for the information of the Railway Commissioners, that the whole of the permanent way, buildings and works, generally, have been well maintained during the past quarter.

A considerable sum has been spent out of Working Expenses in relaying, rerailing, resleepering, and reballasting various portions of the lines.

The work in connection with the improvement of the grades at Toowong, on the Northern Line, and at Moss Vale and Wingello, on the Southern Line, is being rapidly executed, and the reduction of the gradients between Wellington and Dubbo, and between Goulburn and Cullerin, has been commenced. The cutting out of the 8-chain curves at Karabar is approaching completion.

I have, &c.,

JAMES FRASER

(For the Engineer-in-Chief).

The Secretary to the Railway Commissioners.

APPENDIX II.

NEW SOUTH WALES GOVERNMENT RAILWAYS.

STATEMENT, in accordance with clause No. 44 of the Railway Act, showing the Special Rates which have been made, and the reasons for making such rates, quarter ending 30th June, 1895.

Article.	Rate.	Reason for rate.
Pottery and demijohns	Lithgow to Sydney, to be wickered and returned, "A" rates and conditions	To encourage traffic.
Tallow pitch	"B" rates and conditions	do do
Shunting charge	Wheat shunted from siding at the Woollen Mills, Clyde, to Brunton & Co.'s siding, £1 per shunt of fourteen trucks.	New rate.
Hay, straw, chaff, and ensilage.	Forwarded in small quantities with special "A" or "B" class traffic in the same truck and on the same day to be treated as part consignment.	To equalise rates.
Timber	Classified under Miscellaneous rates. Minimum 4 tons for each four-wheeled vehicle (E trucks) for distances under 90 miles.	do do
Empty poultry coops	Loaned by one Agricultural Society to another to be returned to sending station free provided full freight charges have been paid on the forward journey.	To encourage traffic.
Hares (dead)	Special "A" Class rates, with a minimum of 5 cwt., or at the rate of 3d. per pair, if cheaper, with a minimum charge of 2s. 6d. for each consignment.	do do
Cane for basket-making	1st class rates and conditions	To equalise rates.
Coal	5s. per working day of 12 hours to be charged for each four-wheeled truck used for the conveyance of coal from loading shoots at South Clifton to the coke-ovens.	To encourage traffic.
Coke	In consideration of a minimum of 1,500 tons per annum being despatched, and the traffic sent in lots of 9½ tons per four-wheeled truck, a rebate of 10 per cent. to be allowed on coke from Eskbank and Mount Kembla to Bungendore.	do do
Pumice	A Class rate, minimum 4 tons per four-wheeled truck	New rate.
General goods	Wollongong or Mount Kembla to Corrimal, in Commissioners' trucks, hauled by owners' engines, "B" class rates and conditions. Trucks to be returned loaded with coal; if used by the Company before being returned, 7s. 6d. per truck per day to be charged.	do
Flour	In 8-ton truck loads to Byrock or Bourke, when consigned from stations south of Harden up to a distance of 387 miles from Darling Harbour, will be charged at Up Journey rates to Blayney, and for a similar distance on the Down Journey from Blayney, the remainder of the Down Journey being charged at Special "A" Class rates; the maximum charge to be 22s. 11d. per ton, which maximum will apply from any station on the Demondrille side of Blayney. From any Southern Branch Line station exceeding this distance each additional 25 miles or part thereof will be charged 3d. per ton added to the maximum for 387 miles.	To equalise rates.

APPENDIX III.

NEW SOUTH WALES GOVERNMENT RAILWAYS AND TRAMWAYS.

RETURN, in accordance with Clause No. 44 of the Railway Act, showing the Appointments of Employees from the 1st April to the 30th June, 1895.

Date.	Name.	Position.	Rate.	Remarks.
1895.		SECRETARY'S BRANCH.		
6 May..	Scully, James J.	Messenger	4/2 per day	From Traffic Branch, vice W. Dean.
		SOLICITOR'S BRANCH.		
27 May..	Armitage, Charles C.	Messenger	10/- per week	Vice P. V. Ambler.
		CHIEF MECHANICAL ENGINEER'S BRANCH.		
23 Mar..	Sheppeard, Herbert	Fireman	6/6 per day	Vice M. Ballinger.
8 May..	Stafford, Robert	Cleaner	6/- per day	Re-employed.
14 ,,	Mijuh, Frederick W.	Hammer-boy	2/- per day	Vice D. M'Kenzie.
17 ,,	Love, Mathew H.	Apprentice	10d. per day	Vice S. Niven.
22 ,,	Langley, William T.	Hammer-boy	2/- per day	Vice T. Cartwright.
23 ,,	Root, Alfred	Cleaner	6/- per day	Re-employed.
30 ,,	Hillare, Arthur	Messenger	3/- per day	Vice J. Burt.
30 ,,	Fryer, Thomas	Cleaner	5/6 per day	Vice E. Wadsworth.
1 June.	Chittick, William	Cleaner	6/- per day	Re-employed.
1 ,,	Campbell, Walter	Foreman	85/- per week	
1 ,,	Duncan, Thomas	Stationary engine driver	9/- per day	
1 ,,	Collins, Andrew	Stationary engine driver	9/- per day	
1 ,,	Black, John	Stationary engine fireman.	52/- per week	
1 ,,	Cavanagh, Thomas	Stationary engine fireman.	52/- per week	Transferred from the Harbours and Rivers Department to work the hydraulic and electric-light plant at Bulloch Island.
1 ,,	Williams, Isaac	Stationary engine fireman.	52/- per week	
1 ,,	Toomey, James	Stationary engine cleaner.	8/- per day	
1 ,,	Morrant, William	Electric engine driver	60/- per week	
1 ,,	Henderson, Norman	Electric engine driver	56/- per week	
3 ,,	Powell, Sidney	Cleaner	6/- per day	Re-employed.
10 ,,	Pope, Francis R.	Cleaner	6/- per day	Re-employed.
12 ,,	Bent, Samuel H.	Cleaner	5/6 per day	Re-employed.
13 ,,	Ritchie, James	Cleaner	6/- per day	Re-employed.
14 ,,	Lindley, Harold	Shop boy	2/3 per day	Vice J. Waring.
19 ,,	Beck, Arthur J.	Shop boy	1/9 per day	Vice H. Duesbury.
21 ,,	McLoughlin, John	Cleaner	6/- per day	Re-employed.
25 ,,	Elliott, David	Cleaner	5/6 per day	Re-employed.
25 ,,	Flannery, James	Apprentice	10d. per day	Vice J. Phillips.
25 ,,	Prentice, John	Telephone boy	4/- per day	From Traffic Branch.
27 ,,	Saunders, John	Striker	7/- per day	Vice W. Pryce.
		CHIEF TRAFFIC MANAGER'S BRANCH.		
23 Mar..	Durgan, William	Telegraph probationer	2/6 per week	At Binalong.
1 April	Cahill, Margaret	Gatekeeper	7/- per week	Vice J. Kay.
2 ,,	Richards, Bessie S.	Junior porter	2/6 per day	Vice J. Edwards.
2 ,,	Hargreaves, Herbert	Junior porter	5/- per day	From Tramways, vice A. Johnson.
4 ,,	Burgess, George	Gatekeeper	Free house	At Mooculta.
6 ,,	Jones, Mrs. K.	Gatekeeper	7/- per week	Vice F. Napier.
9 ,,	McInnes, Charles	Junior porter	3/4 per day	Vice C. Robinson.
10 ,,	Denny, Jane	Gatekeeper	7/- per week	Mileage 170 miles 65 chains South.
12 ,,	Rice, Annie	Gatekeeper	7/- per week	Vice S. Rice.
13 ,,	Crawford, Mrs.	Gatekeeper	Free house	Vice Mrs. Gibbons.
15 ,,	Williams, Jemima	Gatekeeper	7/- per week	Vice J. Reading.
16 ,,	Cowley, Jessie	Station caretaker	Free house	Vice E. Seery.
18 ,,	Hodgson, Caroline	Gatekeeper	Free house	Vice M. Cavanagh.
22 ,,	Murray, Helena	Gatekeeper	Free house	Vice M. Green.
23 ,,	Beer, S. G.	Night officer	£150 per annum	Reinstated.
29 ,,	Eyles, Frank	Telegraph probationer	2/6 per week	Vice F. Brown.
9 May.	Stahl, John	Telephone boy	10/- per week	Vice G. T. Reid.
9 ,,	M'Grall, Bridget	Gatekeeper	Free house	Vice E. Hargreaves.
11 ,,	Edwards, Charles	Gatekeeper	15/- per week	Vice J. Dunne.
12 ,,	Nicholls, Mrs. L.	Gatekeeper	7/- per week	Vice Mrs. Ryan.
15 ,,	Sinclair, Eliza	Gatekeeper	10/- per week and free house.	Vice J. Sinclair.
16 ,,	M'Ginley, Thomas	Gatekeeper	15/- per week	At Sydenham.
26 ,,	Gow, Donald	Gatekeeper	15/- per week	Vice H. Irwin.
31 ,,	Treloar, James	Telegraph probationer	2/6 per week	Vice J. Daly.
1 June.	Ware, A. H.	Junior porter	3/4 per day	At Tarago.
4 ,,	Ambler, Percy	Junior porter	5/- per day	From Secretary's Office, vice J. Scully.
7 ,,	Barnett, G. F.	Telegraph probationer	2/6 per week	Transferred from Supernumerary Staff; position saved.
14 ,,	Bennett, George H.	Junior porter	5/- per day	From Tramways, vice J. Haybow.
14 ,,	Green A.	Gatekeeper	15/- per week	Transferred from Supernumerary Staff; position saved.
14 ,,	Pearce, Margaret	Gatekeeper	15/- per week	Vice E. Clarke.
19 ,,	Sullivan, George	Telephone boy	10/- per week	Vice L. M'Sullia.
20 ,,	Flint, James	Telephone boy	10/- per week	At Eveleigh.
21 ,,	Ferraris, Kate	Gatekeeper	10/- per week and free house.	Vice M. Rice.
27 ,,	Campbell, Bella	Station caretaker	10/- per week	Vice S. Campbell.
		TRAMWAYS—TRAFFIC BRANCH.		
5 April	Johnson, Andrew	Conductor	6/6 per day	From Railways, vice H. Hargreaves.
13 June	Haybow, John	Junior conductor	5/- per day	From Railways, vice G. Bennett.

APPENDIX IV.

APPENDIX IV.

NEW SOUTH WALES GOVERNMENT RAILWAYS AND TRAMWAYS.

RETURN, in accordance with Clause No. 44 of the Railway Act, showing the Removals of Employees from the 1st April to the 30th June, 1895.

Date.	Name.	Position.	Rate.	Remarks.
1895.		SECRETARY'S BRANCH.		
30 April	Dean, William	Junior clerk	£110 per ann.	Resigned.
		SOLICITOR'S BRANCH.		
5 June	Ainbler, Percy V.	Messenger	5/- per day	To Traffic Branch.
		ENGINEER-IN-CHIEF FOR EXISTING LINES BRANCH.		
18 April	Thomas, Alfred	Labourer	7/- per day	Discharged.
18 ,,	Billington, John	Fettler	7/6 per day	Retired.
2 May	Gibbeson, Thomas	Labourer	7/6 per day	Deceased.
4 ,,	Holleboe, Edwin	Fettler	7/6 per day	Deceased.
17 ,,	Freel, Phillip	Fettler	7/6 per day	Retired.
28 ,,	Hartley, Henry C.	Fitter	10/6 per day	Retrenchment.
31 ,,	Foxlee, William T.	Engineer-in-Chief	£1,050 per an.	Resigned.
13 June	Johnson, Samuel	Fettler	7/6 per day	Resigned.
19 ,,	Shirley, William	Fettler	7/6 per day	Resigned.
28 ,,	Watkins, William	Labourer	7/6 per day	Deceased.
		CHIEF MECHANICAL ENGINEER'S BRANCH.		
30 Mar.	Angus, William	Gasman	7/- per day	Deceased.
8 April	Bartholomew, Albert	Shop boy	4/- per day	Discharged.
16 ,,	Phillips, James W.	Car builder	10/- per day	Deceased.
18 ,,	Dunsbury, Henry	Marker-out	9/2 per day	Resigned.
19 ,,	Waring, John	Traverser driver	10/8 per day	Deceased.
4 May	Burt, James	Labourer	7/6 per day	Deceased.
9 ,,	Wadsworth, Ernest	Fireman	10/- per day	Resigned.
15 ,,	Abbott, Walter	Driver	14/- per day	Deceased.
17 ,,	Emms, George	Trimmer	10/8 per day	Deceased; position saved.
22 ,,	Pryor, William	Striker	8/- per day	Discharged.
27 ,,	Thompson, George	Gland-packer	10/- per day	Deceased.
29 ,,	Cottle, Joseph	Waggon builder	10/- per day	Deceased.
29 ,,	Sprague, Michael	Boilermakers' assistant	7/0 per day	Resigned.
14 June	Stevens, William	Fitter	10/8 per day	Resigned.
		CHIEF TRAFFIC MANAGER'S BRANCH.		
1 April	Brown, Frederick	Telegraph probationer	2/6 per week	Resigned.
4 ,,	Napier, Florence	Gatekeeper	7/- per week	Resigned.
5 ,,	Johnson, Andrew	Junior porter	5/- per day	To Tramways.
5 ,,	Seery, Ellen	Station caretaker	Free house	Resigned.
6 ,,	Robinson, Christopher	Junior porter	5/- per day	Resigned.
12 ,,	Rice, Sarah	Gatekeeper	7/- per week	Resigned.
12 ,,	Clarke, Elizabeth	Gatekeeper	7/- per week	Resigned.
14 ,,	Gibbons, Mrs.	Gatekeeper	7/- per week and free house.	Resigned.
15 ,,	Reading, Jane	Gatekeeper	7/- per week	Resigned.
16 ,,	Pearce, William	Porter	7/- per day	Discharged; a position saved.
18 ,,	Green, Mary	Gatekeeper	Free house	Resigned.
18 ,,	Ryan, Mrs.	Gatekeeper	7/- per week	Deceased.
18 ,,	Cavanagh, Mary	Gatekeeper	Free house	Resigned.
2 May	Hargraves, Emma	Gatekeeper	Free house	Resigned.
4 ,,	Richardson, Arthur	Porter	7/- per day	Deceased; a position saved.
8 ,,	Scully, James	Junior porter	5/- per day	To Secretary's Office.
10 ,,	Dinnie, James H.	Junior porter	5/- per day	Discharged.
14 ,,	Sinclair, Jane	Gatekeeper	10/- per week and free house.	Deceased.
15 ,,	Daly, John	Porter	7/6 per day	Discharged.
15 ,,	Erlen, James	Gatekeeper	7/6 per day	Retired; a position saved.
23 ,,	Day, Frederick	Porter	7/- per day	Discharged.
28 ,,	Irving, George	Porter	7/- per day	Discharged; a position saved.
1 June	Graddon, Walter	Porter	7/- per day	Discharged; a position saved.
3 ,,	Irwin, Henry	Gatekeeper	16/- per week	Discharged.
6 ,,	M'Sullin, Lawrence	Porter	7/- per day	Discharged.
6 ,,	Watts, Mrs.	Gatekeeper	Free house	Resigned.
11 ,,	Crane, William A.	Junior porter	5/- per day	Discharged.
13 ,,	Christie, Edward	Shunter	7/6 per day	Discharged; position saved.
14 ,,	Harrow, John	Junior porter	5/- per day	To Tramways.
16 ,,	Webster, Alfred	Guard	9/6 per day	Deceased; a position saved.
20 ,,	Pulmer, David	Porter	7/- per day	Discharged.
20 ,,	McConville, Charles	Shunter	7/- per day	Deceased.
29 ,,	Ross, Matilda	Gatekeeper	10/- per week and free house.	Discharged.
23 ,,	Williams, Jemima	Gatekeeper	7/- per week	Resigned.
24 ,,	Markham, Jessie	Gatekeeper	Free house	Discharged; position saved.
25 ,,	Prentice, John	Gatekeeper	15/- per week	To Locomotive Branch.
26 ,,	Campbell, Sarah	Station caretaker	10/- per week	Resigned.
		COMPTROLLER OF STORES BRANCH.		
19 April	Egan, Michael	Storeman	8/- per day	Retired.
		TRAMWAYS—LOCOMOTIVE BRANCH.		
19 April	Spillane, John	Labourer	7/- per day	Discharged.
7 May	Brown, Richard	Shop boy	2/6 per day	Left the Service.
		TRAMWAYS—TRAFFIC BRANCH.		
2 April	Hargreaves, Herbert	Conductor	6/6 per day	Transferred to Traffic Railways.
13 ,,	Hoare, Martin	Assistant conductor	7/- per day	Deceased.
16 ,,	Smith, William R.	Junior conductor	5/- per day	Discharged.
20 ,,	Bellamy, William	Flagman	7/- per day	Discharged.
20 ,,	Webster, Andrew	Flagman	7/- per day	Discharged.
3 May	Wigg, George	Flagman	7/- per day	Discharged.
9 ,,	Tipping, William	Conductor	9/- per day	Discharged.
10 ,,	Brady, John P.	Junior conductor	6/- per day	Discharged.
11 ,,	Edward, William	Flagman	7/- per day	Resigned.
20 ,,	Warn, John E.	Junior conductor	5/- per day	Discharged.
1 June	Love, George	Junior conductor	6/6 per day	Discharged.
10 ,,	Haley, Samuel	Gripman	7/6 per day	Discharged.
13 ,,	Bennett, George H.	Junior conductor	5/- per day	Transferred to Traffic Railways.
		TRAMWAYS—MAINTENANCE BRANCH.		
20 April	Ryan, John	Labourer	7/6 per day	Resigned.
21 May	Kirchner, John	Labourer	7/0 per day	Deceased.

Sydney: Charles Potter, Government Printer.—1895.

[6d.]

1895.

NEW SOUTH WALES.

RAILWAYS AND TRAMWAYS.

(REPORT OF RAILWAY COMMISSIONERS FOR THE QUARTER ENDING SEPTEMBER, 1895.

Presented to Parliament, pursuant to Act 51 Vic. No. 35, sec. 44.

Offices of the Railway Commissioners of New South Wales,
25th October, 1895.

To The Honorable the Minister of Railways,—

Sir,

In accordance with the provisions of the 44th clause of the Railway Act of 1888, 51 Vic. No. 35, we have the honor to submit, for the information of Parliament, our Report, for the quarter ending 30th September, 1895, upon the subjects specified.

I.—State of the Traffic.

RAILWAYS.			Quarter ending 30th Sept., 1894.	Quarter ending 30th Sept., 1895.
Miles open			2,501¼	2,531¼
Revenue		1894. / 1895.	£667,892	705,025
	Passenger	£231,011 / £224,374		
	Merchandise	£436,881 / £480,651		
Expenditure			£371,840	393,679
Train miles run			1,821,247	1,938,908
Earnings per train mile			7/4	7/3¼
Expenditure per train mile			4/1	4/0¾
Percentage—Expenditure to earnings			55·67	55·84
Number of passengers			4,685,517	5,027,326
Tonnage of goods traffic			1,006,376	962,313
Tonnage of live stock traffic			41,521	45,427

TRAMWAYS.	Quarter ending 30th Sept., 1894.	Quarter ending 30th Sept., 1895.
Miles open	61	61
Revenue from all sources	£63,206	66,220
Expenditure	£53,928	56,578
Tram miles run	562,982	659,835
Earnings per tram mile	2/3	2/0
Expenditure per tram mile	1/11	1/8½
Percentage—Expenditure to earnings	85·32	85·44
Number of fares collected	14,941,860	15,517,996

RAILWAYS.

II.—Condition of the Lines.

A report as to the condition of the lines will be found as an Appendix, page 4.

III.—Special Rates.

A statement of the special rates, and the reasons for making the same, will be found attached. [Appendix, page 4.]

IV.—Staff.

These returns are given as an Appendix, pages 5 to 7.

General Remarks.

The revenue for the quarter shows an increase of £37,133. This improvement has been brought about to a great extent by the wool traffic coming forward much earlier this year than was the case in 1894.

The increase in revenue from Wool is

£19,869.

Live Stock shows an increase of

£5,834.

General Merchandise has also brought in an increased revenue of

£18,067.

The Coaching traffic shows a decrease of

£6,637,

although 341,809 additional passenger journeys were made.

Considerable expenditure has been incurred in connection with the renewal of rolling-stock and permanent-way during the quarter. The working expenses, however, stand at the low figure of 55·84 per cent. of the gross earnings.

The effects of the prolonged drought are now making themselves felt, and there will be a very considerable decrease in revenue from the wool traffic during the ensuing quarter.

The live-stock traffic has also begun to be affected from the same cause, the movement of stock from the Western and Northern Districts being exceedingly small. This class of business, however, in the south and south-west of the Colony, where the rainfall has been fairly good, is above the average.

CONDITION OF THE LINES AND ACCOMMODATION FOR THE TRAFFIC.

The lines are in excellent order. Relaying and resleepering is going on where required.

The improvement of grades and curves is being proceeded with, and other important alterations of a similar nature are under consideration.

TRAMWAYS.

The revenue shows an increase of £3,014, and the expenses an increase of £2,650. The depressed condition of trade continues to seriously affect the tram traffic.

We have the honor to be,
Sir,
Your most obedient servants,

E. M. G. EDDY,
Chief Commissioner.

CHARLES OLIVER,
Commissioner.

W. M. FEHON,
Commissioner.

APPENDIX I.

NEW SOUTH WALES GOVERNMENT RAILWAY.

Sir, Office of Engineer-in-Chief for Existing Lines, 12 October, 1895.

I have to report, for the information of the Railway Commissioners, that the permanent-way and works have been maintained in a thoroughly satisfactory state during the past quarter, and that the lines generally are in first-class order.

Satisfactory progress has been made with relaying and resleepering operations, and all necessary attention has been given to the maintenance of bridges and buildings.

The works of improving the curves at Karabar and the lowering of gradients at Toowong have been completed. At Wingello the grade improvement is practically finished, and those at Moss Vale and Cullerin are nearing completion.

The work of easing the gradients between Wellington and Dubbo is progressing satisfactorily, and contracts have been let for the improvement of curves at Linden.

I have, &c.,

THOMAS R. FIRTH,

Engineer-in-Chief for Existing Lines.

The Secretary to the Railway Commissioners.

APPENDIX II.

NEW SOUTH WALES GOVERNMENT RAILWAYS.

STATEMENT, in accordance with clause No. 44 of the Railway Act, showing the Special Rates which have been made, and the reasons for making such rates, quarter ending 30th September, 1895.

Article.	Rate.	Reason for rate.
Fares	The age to which season tickets at half-rates are to be issued to apprentices to be extended to 18.	Extra facilities.
Do	Tickets at single fare for return journey to be issued at stations from Glenbrook to Eskbank inclusive on Friday evenings and Saturdays. From the 1st November to 31st March, tickets at single fare for the return journey will be issued at stations to stations embraced in the above section, on application to the local Station-masters or Officers-in-charge, to parties of not less than four first and six second class passengers, available for return on day of issue only.	do
Do	Half-yearly season tickets, to be issued between Melbourne and Sydney, first-class (without sleeping berth), £36.	do
Do	Tickets between Sydney and Corowa, and Sydney and Albury, to be available to or from either place.	do
Apricots and peaches—dried	To be charged second-class rates	To equalise rates.
Bentham's patent concrete curb and guttering combined.	In lots of not less than 6 tons—Miscellaneous class rates	New rate.
Bee-hives	Whether empty or containing bees, to be charged second-class rates	To encourage traffic.
Milk	Conveyed to factories at Nowra within a radius of 15 miles to be converted into concentrated or condensed milk, to be charged "B" rates and conditions.	do do
Muriate of ammonia	To be charged first-class rates and conditions	To equalise rates.
Salt	Austinmer to Albury or Bourke—carried in lots of not less than 50 tons at the convenience of the Department—to be charged "A" rates, plus 50 per cent.	To encourage traffic.
Sheepskins	Darling Harbour to Minto and *vice versa*, in 4-wheeled truck loads, of not less than 4 tons, to be charged "A" rates.	do do
Valuable sheep and rams	When forwarded to the country from the annual sheep sales to be charged as follows:—20 sheep and under as quarter of full truck rate; 40 sheep and under as half of full truck rate; 60 sheep and under as three-quarters of full truck rate; over 60 sheep as one full truck. No less charge than the minimums to be enforced for small consignments.	do do
Wine—stone	Second-class rates	To equalise rates.
Greasy and scoured wool	Greasy wool consigned from northern stations to the West Maitland wool-washing establishment to be charged the mileage proportion of the through greasy rate from starting point to the ultimate destination, plus 2s. 6d. per ton terminal charge; and after the wool is sent forward to Sydney, Newcastle, or Morpeth in a scoured condition the mileage proportion of the through scoured rate is to be enforced.	do do

APPENDIX III.

NEW SOUTH WALES GOVERNMENT RAILWAYS AND TRAMWAYS.

RETURN, in accordance with Clause No. 44 of the Railway Act, showing the Appointments of Employees from the 1st July to the 30th September, 1895.

Date.	Name.	Position.	Rate.	Remarks.
1895.		SECRETARY'S BRANCH.		
20 Sept.	Crow, Tom	Messenger	2/6 per day	From Traffic Branch, *vice* J. J. Scully.
		TRAFFIC AUDITOR'S BRANCH.		
1 July.	Davies, Albert E.	Junior clerk	£100 per ann.	From Existing Lines Branch, for work previously done by Traffic Branch.
2 Sept.	Wilkin, Horace M.	Office boy	10/- per week	*Vice* R. Penrce.
		CHIEF MECHANICAL ENGINEER'S BRANCH.		
June.	Sander, John	Striker	7/- per day	*Vice* W. Pryor.
15 July.	Wall, Charles	Fuelman	6/6 per day	Re-employed.
18 ,,	Fury, James	Fuelman	6/6 per day	*Vice* G. Thompson.
18 ,,	Oates, George	Fuelman	7/- per day	*Vice* R. Main.
3 Aug.	Thomas, William A.	Fuelman	6/6 per day	*Vice* L. Hyer.
13 ,,	Passmore, Thomas	Cleaner	6/- per day	*Vice* W. Abbott.
26 ,,	Ferguson, Alexander	Apprentice	1/3 per day	*Vice* W. Stevens.
2 Sept.	Fisher, Peter	Shop boy	1/9 per day	*Vice* A. Hilton.
16 ,,	Jenkins, Meshach	Stationary engine-driver	8/- per day	From Electrical Engineer's Branch, *vice* J. Jones.
17 ,,	Gordon, James	Cleaner	6/- per day	*Vice* A. Bairaine.
26 ,,	Smith, Edward	Cleaner	3/3 per day	*Vice* R. Tate.
27 ,,	Bryant, William F.	Shop boy	1/9 per day	*Vice* A. Hilton.
		CHIEF TRAFFIC MANAGER'S BRANCH.		
1 July.	McCormack, James	Gatekeeper	5/- per week	Burrangong.
2 ,,	Dunne, James H.	Junior porter	5/- per day	Reinstated.
2 ,,	Seery, Ellen	Gatekeeper	Free house	*Vice* A. Costello.
2 ,,	Morgan, Leslie	Junior porter	4/2 per day	Transferred from Supernumerary Staff, *vice* W. A. Crane; position saved on Supernumerary Staff.
4 ,,	Clark, Albion	Gatekeeper	16/- per week	*Vice* J. Prentice.
4 ,,	Dwyer, James B.	Probationer	10/- per week	Derry.
5 ,,	Bowen, Joseph	Gatekeeper	10/- per week	Transferred from Supernumerary Staff, *vice* J. Williams; a position saved on Supernumerary Staff.
10 ,,	Braithwaite, Mrs.	Gatekeeper	7/- per week and house.	*Vice* Mrs. E. Carey.
13 ,,	Markham, Jessie	Gatekeeper	Free house	*Vice* J. Golding.
17 ,,	Nolan, Harold D.	Junior clerk	£75 per ann.	From Tramways, *vice* J. Kelly.
17 ,,	Perry, Henry C.	Telephone boy	10/- per week	Hamilton.
17 ,,	White, Francis J.	Junior porter	2/6 per day	*Vice* E. Mulherun, to Toowong.
22 ,,	Lusher, Augustus	Junior porter	2/6 per day	*Vice* D. Darcy, to Croydon.
26 ,,	Benson, Percy G.	Telephone boy	10/- per week	*Vice* C. M'Conville.
28 ,,	McFarlane, Ann	Gatekeeper	7/- per week	*Vice* L. Nicholls.
30 ,,	Hast, Lucy	Gatekeeper	7/- per week	*Vice* J. Bowen.
31 ,,	Nicholls, Mrs.	Gatekeeper	Free house	*Vice* E. Day.
4 Aug.	Dunne, Thomas P.	Gatekeeper	10/- per week	Seone.
5 ,,	Hicks, Ernest	Junior porter	3/4 per day	*Vice* S. Prendergast.
6 ,,	Pope, John H.	Telephone boy	10/- per week	*Vice* J. M'Mahon.
17 ,,	Clark, Martha	Gatekeeper	Free house	*Vice* K. M'Callum.
19 ,,	Smith, Mary	Gatekeeper	Free house	*Vice* V. Weolfe.
19 ,,	Chivers, Lawson	Telegraph probationer	2/6 per week	Boggabri.
20 ,,	Reid, Charles	Gatekeeper	Free house	*Vice* A. Reid.
21 ,,	Bevan, Henry G.	Telephone boy	10/- per week	*Vice* A. Glynn.
23 ,,	Treloar, Elizabeth	Gatekeeper	15/- per week and house.	*Vice* W. Maquire.
7 ,,	Bowen, Joseph	Gatekeeper	7/- per week	*Vice* L. Hast.
4 Sept.	Morahan, Alfred	Telegraph probationer	2/6 per week	Orange.
9 ,,	Hartigan, John	Junior porter	3/4 per day	*Vice* E. Simpson.
10 ,,	Pryer, Margaret	Gatekeeper	7/- per week	*Vice* M. Geaery.
12 ,,	Williams, Anne	Gatekeeper	7/- per week	*Vice* M. Tillitski.
16 ,,	Alport, Anne	Gatekeeper	Free house	*Vice* E. Prendergast.
20 ,,	M'Mahon, John	Gatekeeper	15/- per week	Transferred from Supernumerary Staff, *vice* J. Thomas; position saved on Supernumerary Staff.
23 ,,	Cleaver, Isabella	Station caretaker	Free house	*Vice* E. Harris.
		SIGNAL AND INTERLOCKING BRANCH.		
23 Aug.	M'Kay, Samuel	Labourer	7/6 per day	Transferred from Supernumerary Staff; position saved on Supernumerary Staff.
		ELECTRICAL ENGINEER'S BRANCH.		
13 Sept.	O'Sullivan, Patrick	Messenger	1/8 per day	From Traffic Branch.
16 ,,	Jones, Joseph	Electric light engineman	8/8 per day	From Locomotive Branch
		CONTROLLER OF STORES BRANCH.		
2 Sept.	Sheridan, Thomas V.	Office boy	10/- per week	*Vice* M Cauley
		TRAMWAYS—LOCOMOTIVE BRANCH.		
9 July	M'Gowan, Ernest	Shop boy	3/6 per day	*Vice* R. Brown.
9 Aug.	Mullins, Edgar P.	Boy pulley oiler	2/8 per day	*Vice* J. Dixon.
		TRAMWAYS—TRAFFIC BRANCH.		
10 July	Holt, George	Clerk	£200 per ann.	From Traffic Branch, Railways, *vice* D. Clement, retired, and G. Fraser transferred to conductor.

APPENDIX IV.

NEW SOUTH WALES GOVERNMENT RAILWAYS AND TRAMWAYS.

RETURN, in accordance with Clause No. 44 of the Railway Act, showing the Removals of Employees from the 1st July to the 30th September, 1895.

Date.	Name.	Position.	Rate.	Remarks.
1895.		SECRETARY'S BRANCH.		
30 Sept.	Scully, James J.	Messenger	5/- per day	To Traffic Branch.
		CHIEF ACCOUNTANT'S BRANCH.		
30 July.	Clement, Letitia	Housekeeper	27/- per week and quarters.	Retrenchment
		TRAFFIC AUDITOR'S BRANCH.		
16 July.	Nolan, Harold D.	Junior clerk	£75 per annum	To Traffic Branch.
10 Aug.	Pearce, Richard T.	Ticket clerk	£150 per annum	Deceased.
		ENGINEER-IN-CHIEF FOR EXISTING LINES BRANCH.		
30 June.	Davies, Albert E.	Apprentice clerk	£70 per annum	To Traffic Audit Branch.
3 July.	Lusher, Arthur	Fettler	7/6 per day	Deceased; a position saved.
12 "	Vallender, George	Labourer	7/6 per day	Resigned.
29 Aug.	Chad, Alexander	Fettler	7/6 per day	Resigned.
4 Sept.	Cootes, Albert	Fettler	7/6 per day	Deceased; a position saved.
5 "	Jones, John W.	Watchman	6/6 per day	Retired.
7 "	Sirkett, Frederick	Labourer	7/6 per day	Resigned.
22 "	Shepherd, James	Labourer	7/6 per day	Deceased.
30 "	Capponi, Antonio	Fettler	7/6 per day	Deceased.
		CHIEF MECHANICAL ENGINEER'S BRANCH.		
5 June.	Hairsine, Alfred	Driver	15/- per day	Retired.
1 July.	Ryer, Louis	Labourer	7/6 per day	Discharged.
17 "	Tate, Richard	Driver	14/- per day	Deceased.
6 Aug.	Hilton, Alfred	Cleaner	7/- per day	Resigned.
7 "	Walker, Christopher	Painter	10/6 per day	Deceased.
8 "	Burgess, Joshua	Blacksmith	10/6 per day	Deceased.
9 "	Rooney, Thomas	Fireman	10/- per day	Deceased.
30 "	Moon, Alfred	Painter	10/- per day	Deceased.
14 Sept.	Jones, Joseph	Stationary engine-driver	8/- per day	To Electrical Engineer's Branch.
18 "	M'Laughlin, Michael	Pumper	5/8 per day	Deceased.
20 "	Chandler, Edward	Fitter	10/- per day	Discharged.
21 "	Lachlan, Martin	Cleaner	7/- per day	Deceased.
		CHIEF TRAFFIC MANAGER'S BRANCH		
29 June	Newbold, George	Porter	7/6 per day	Deceased; a position saved.
23 "	Sutherland, John	Porter	7/6 per day	Written off books; a position saved
1 July	Prendergast, Stephen	Porter	7/- per day	Discharged.
2 "	Costello, Ada	Gatekeeper	Free house	Resigned.
6 "	M'Mahon, James	Porter	7/- per day	Discharged.
9 "	Carey, Mrs. E.	Gatekeeper	7/- per week and house.	Resigned.
10 "	Holt, George	Station master	£300 per annum	To Tramways; a position saved.
11 "	Wilson, Joseph	Porter	7/- per day	Discharged; a position saved.
12 "	Golding, Jane	Gatekeeper	7/- per week and house.	Discharged.
12 "	Houston, John	Junior porter	5/- per day	Written off Books; a position saved.
22 "	Glynn, Alexander	Porter	7/- per day	Discharged.
27 "	Nicholls, Letitia	Gatekeeper	7/- per week	Discharged.
29 "	Day, Elizabeth	Gatekeeper	Free house	Resigned.
30 "	Bowen, Joseph	Gatekeeper	10/- per week	Discharged.
1 Aug.	Dicker, Henry	Clerk	£140 per ann.	To Public Works Department; a position saved.
7 "	Maguire, Winifred	Gatekeeper	15/- per week & house.	Deceased.
9 "	Stewart, Edward A.	Foreman shunter	10/6 per day	Deceased; a position saved.
16 "	McCallum, Kate	Gatekeeper	7/6 per week & house.	Resigned.
19 "	Woolle, Violetta	Gatekeeper	Free house	Resigned.
20 "	Reid, Ada	Gatekeeper	Free house	Deceased.
22 "	Colsanti, John	Gatekeeper	3/6 per week	Resigned; a position saved.
27 "	Hast, Lucy	Gatekeeper	7/- per week	Resigned.
29 "	Ralph, Henry	Night officer	£140 per ann.	Deceased.
31 "	Kelly, John	Apprentice clerk	£70 per ann.	Resigned.
31 "	Hallett, Percy	Night officer	£120 per ann.	Discharged.
1 Sept.	Meehan, James P.	Night officer	£120 per ann.	Discharged.
8 "	James, George	Gatekeeper	15/- per week	Discharged.
9 "	Simpson, Edward	Junior porter	5/- per day	Discharged.
10 "	Creevy, Mary	Gatekeeper	7/- per week	Resigned.
11 "	Parry, Edith	Gatekeeper	Free house	Resigned.
12 "	Tilitzki, Miriam	Gatekeeper	7/- per week	Resigned.
12 "	Brown, George	Clerk	£160 per annum	Deceased.
13 "	O'Sullivan, Patrick	Telegraph probationer	2/6 per week	To Electrical Engineer's Branch.
15 "	Prendergast, Ellen	Gatekeeper	Free house	Resigned.
17 "	Meadley, Grace	Station caretaker	5/- per week and house.	Discharged.
23 "	Harris, Emily	Station caretaker	Free house	Resigned.
27 "	Muir, James G.	Junior porter	5/- per day	To Tramways.
30 "	Bell, James	Station-master	£300 per annum	Retired; a position saved.
30 "	Crow, Tom	Junior porter	2/6 per day	To Secretary's Office.
30 "	Salmon, John	Junior porter	5/- per day	Resigned.
		SIGNAL AND INTERLOCKING BRANCH.		
7 Sept.	Chandler, Ernest	Pattern maker	10/- per day	Resigned.
		ELECTRICAL ENGINEER'S BRANCH.		
13 Sept.	Dunn, Robert Geo.	Messenger	1/2 per day	To Traffic Branch.
15 "	Jenkins, Meshach	Electric Light Engineman.	3/3 per day	To Locomotive Branch.
		COMPTROLLER OF STORES BRANCH.		
31 Aug.	M'Cauley, George H.	Apprentice clerk	£70 per annum	Retired; ill-health.

APPENDIX IV—*continued.*

Date.	Name.	Position.	Rate.	Remarks.
		TRAMWAYS—LOCOMOTIVE BRANCH.		
17 July	Dixon, James	Fireman	9/- per day	Discharged.
27 Aug.	May, William B.	Cleaner	7/6 per day	Left the service.
17 Sept.	Ryan, Phillip	Watchman	7/- per day	Deceased.
24 ,,	Rowe, William	Blacksmith	10/- per day	Retrenchment.
25 ,,	Campbell, Charles	Labourer	7/- per day	Retrenchment.
25 ,,	Isaackson, Carl	Lamp trimmer	7/- per day	Retrenchment.
25 ,,	Fenton, Richard	Lamp trimmer	7/- per day	Retrenchment.
26 ,,	Holden, Robert	Labourer	7/- per day	Retrenchment.
30 ,,	Smith, Thomas W.	Labourer	7/- per day	Discharged.
		TRAMWAYS—TRAFFIC BRANCH.		
10 July	Clement, David	Clerk	£140 per ann.	Retired.
17 ,,	Hinton, Thomas	Pointsman	7/- per day	Retrenchment.
17 ,,	Cutter, William	Pointsman	7/- per day	Retrenchment.
17 ,,	McEwan, Chas.	Flagman	7/- per day	Retrenchment.
17 ,,	Swain, John	Lamp-lighter	7/- per day	Retrenchment.
8 Aug.	Jones, George H.	Conductor	9/- per day	Retrenchment.
18 ,,	Shipway, Joshua	Assistant conductor	8/- per day	Retired.
26 ,,	Healey, Sydney	Conductor	6/6 per day	Discharged; position saved.
27 ,,	Jones, Thomas	Conductor	6/6 per day	Discharged.
27 ,,	Booth, Benjamin	Conductor	6/6 per day	Discharged.
27 ,,	Burton, Frederick W.	Conductor	6/6 per day	Discharged.
30 ,,	Roach, Laurence C.	Conductor	9/- per day	Written off books.
18 Sept.	Freeman, John T.	Junior conductor	5/- per day	Discharged.
20 ,,	Nunn, Henry G. B.	Assistant conductor	8/- per day	Discharged.
20 ,,	Vermeesch, Adolphus	Conductor	6/6 per day	Discharged.

Sydney: Charles Potter, Government Printer.—1895.

1895.

LEGISLATIVE ASSEMBLY.

NEW SOUTH WALES.

INTERNATIONAL RAILWAY CONGRESS HELD IN LONDON, 1895.

(REPORT OF THE CHIEF COMMISSIONER OF NEW SOUTH WALES GOVERNMENT RAILWAYS ON.)

Ordered by the Legislative Assembly to be printed, 2 *October*, 1895.

Office of the Railway Commissioners of New South Wales,
Sydney, 18 September, 1895.

International Railway Congress (Fifth Session), London, 1895. (26th June to 9th July.)

REPORT.

To His Excellency the Honorable Sir Frederick Matthew Darley, Knight, Lieutenant-Governor of the Colony of New South Wales and its Dependencies,—

May it please your Excellency,—

With reference to my appointment, under the Great Seal of the Colony, dated the 28th February, 1895, to attend the Fifth Session of the International Railway Congress on behalf of the Government of the Colony of New South Wales, I have the honor to submit my report hereunder upon the proceedings and business of the said Congress.

CONSTITUTION OF THE INTERNATIONAL RAILWAY CONGRESS.

As the object and scope of this important organisation are not generally understood, it may be desirable that I should enter into detail, to make the matter perfectly clear.

Object and Scope.

The International Railway Congress is a permanent association, established to promote the progress and development of railways. It is composed of railway administrations which have formally joined, whether State or private, and either owning or working the lines for public traffic. Governments joining are represented by delegates.

The Congress is represented by a permanent International Commission, which it elects. The office of this Commission is at Brussels, and its members give their services gratuitously.

Permanent

Permanent International Commission.

It is the duty of the Commission to consider and decide upon the application for membership of the Congress made by railway administrations. Administrations whose primary object is not the working of railways are not regarded as railway administrations. In admitting new adherents the Commission may lay down for each class of lines a minimum mileage or other qualification.

Further, it is the duty of the Commission to organise the Congress meetings, to prepare a programme of questions for discussion, and to be responsible for their preliminary treatment; to publish reports of the discussions; to draw up a balance-sheet; to fix the amount of the annual subscriptions; to be responsible for the finances; and generally to set on foot any investigations, and issue any reports and other publications which will, in its judgment, further the objects for which the Congress is established.

The International Commission is composed of ex-Presidents of the sessions of the Congress, who are members *ex officio*, and thirty-three elected members. Its officers are a President, two Vice-Presidents, a General Secretary, a Secretary, and a Treasurer. The elected members are, as far as possible, chosen to represent the different nations. Under no circumstance shall any one nation have more than nine representatives.

When the place of meeting for a session of the Congress has been fixed, the International Commission is empowered to associate, as temporary members, representatives of the country where the meeting is to be held.

One-third of the thirty-three elected members of the International Commission retire and are replaced each session. At its first meeting after this replacement, the Commission settles the order of retirement of the rest of the members. Retiring members are re-eligible.

The Commission has at any time power to fill vacancies by the provisional election of members, who must be delegates. Such members hold office till the next meeting of the Congress.

Executive Committee.

At its first meeting after a session of the Congress, the Commission nominate seven of its members to form an Executive Committee.

The Executive Committee consists of the President, the General Secretary of the Commission, and five members.

The Secretary and the Treasurer of the Commision are members of the Committee, but without the right to vote.

The members of the Executive Committee hold office for a period equal to the interval between two Sessions of Congress. They are re-eligible.

The Executive Committee meets at least every three months. It may be summoned specially, either by the President on his own authority, or on the requisition of three members.

The Committee is responsible in particular for the management of current affairs, and financial business; also for superintending and managing investigations, reports and publications; for the editing of the *Bulletin* and the care of the library and archives. It decides as to printing in whole or in part the reports and other documents submitted to Congress, the circulation of which it regards as necessary to facilitate the discussions. It is the duty of the Committee to furnish to members of the Congress such special information as they may require.

Sessions of the Congress.

The following have a right to take part in the meetings:—

(1.) The members of the International Commission.
(2.) Delegates appointed by the adherents.
(3.) The Secretaries and the Treasurer, as also the Secretaries of the sections nominated by the Commission or the Executive Committee to report on the questions in the programme.

Governments are entitled to send as many delegates as they think proper.

Railway

Railway administrations are entitled to nominate eight delegates as a maximum, according to the length of their systems, as follows:—

For lines not more than 62 miles (100 kilometres) two delegates.

For lines not more than 311 miles (500 kilometres) three delegates, and one additional delegate for each additional 311 miles (500 kilometres) or fraction thereof.

Each section of the Congress appoints its own President, its own Chief Secretary and its Secretaries. The presidents of each section are, in virtue of their position, officers of the Congres.

The sections and committees cease with the termination of each session.

The discussions of the Congress are confined to the questions set down on the programme of the meeting. This programme is drawn up by the International Commission, with the help of suggestions made at the meetings of the previous Congress and its sections.

The Commission receives suggestions from adherents. The reporter appointed by the Commission prepares a brief outline of each question without expressing conclusions, and also a summary of the contents of the documents which have reached him.

The discussions take place in French, or in the language of the country in which the Congress is held. Speeches in any other languages are translated into French.

The minutes and reports are drawn up in French, but the speakers are entitled to claim that their original words shall be printed alongside of the translation.

The subjects are discussed in the first place in the sections.

The officials of the respective sections draw up an abstract of the discussions, setting forth the various opinions expressed in the section. After receiving the approval of the section these abstracts are submitted to the general meeting and inserted in the minutes, there being added, if necessary, a statement of any new opinions expressed at the general meeting itself.

The Congress does not vote except on questions of management or organisation.

On these special questions the votes of the majority of the members present are taken by sitting and rising. If there is any doubt the votes are counted. A call of the roll can only be made if at least a dozen members demand it.

The previous meetings of the Congress have been as under:—Brussels, 1885; Milan, 1887; Paris, 1889; St. Petersburg, 1892.

The following countries, in which nearly 400,000 miles of railway are located, were represented at the Congress:—United Kingdom, United States of America, Algiers, Argentine Republic, Austria-Hungary, Belgium, Bolivia, Brazil, Bulgaria, Canada, Cape Colony, Chili, China, Columbia, Congo (Independent State of), Denmark, Egypt, France, Germany, Greece, Holland and Luxemburg, India, Italy, Japan, Mexico, Natal, New South Wales, New Zealand, Norway, Peru, Persia, Portugal, Roumania, Russia, Senegal, Servia, Siam, South Australia, Sweden, Spain, Switzerland, Tasmania, Tunis, Turkey, Uruguay, Venezuela.

Questions for Discussion.

The questions selected for discussion at the Congress in London, and allocated to the various reporters, were as follow:—

Section I—Way and Works.

1. *Strengthening the Permanent-way in view of the increased Speed of Trains.*

Type of permanent-way suited for lines traversed by trains at high speed. Gradual strengthening of existing roads, so as to permit of any increase in the speed of trains.

(*a*) Section of rail. Calculation of the strain imposed by the rolling-load. Results of experiments.

(*b*) Mode of manufacture and nature of rail-metal. Comparison of soft with hard steel. Steel produced:—(1) By the acid process in the Bessemer converter; (2) by the basic process in the converter; (3) by either process in the Martin furnace.

(*c*) Rail connections; fatigue of fish-plates; construction of joint best calculated to secure uniform strength of road throughout; rails laid in chairs; and Vignoles rails.

(*d*) Sleepers, their quality, dimensions, and distance apart.

(*e*) Ballast, the various descriptions and methods of laying.

Reporters—For non-English-speaking countries: Mr. Ast, Chief Engineer, Kaiser Ferdinand's Nordbahn, Vienna. For English-speaking countries: Mr. Hunt, Chief Engineer, Lancashire and Yorkshire Railway, Manchester.

2. *Places in Permanent-way requiring special attention.*

Means to avoid the necessity of expresses slackening speed, and to prevent shocks in passing special points, such as sharp curves, long and steep gradients, facing points, rail-crossings, road-crossings, swing-bridges, &c.

Reporter: M. Sabouret, Engineer, Orleans Railway, Paris.

3. *Junctions.*

Best method of constructing junctions upon express lines so as absolutely to avoid slackening speed.

Best arrangement of points and crossings.

The most efficacious means of maintaining the speed of trains while abandoning super-elevation at junction curves.

Reporter: M. Zanotta, Divisional Engineer, Mediterranean Railway of Italy, Milan.

4. *Construction of Tests of Metallic Bridges.*

(*a*) What are the quantities of metal used, and required to be used, in railway bridges, according to the regulations in force in different countries?

(*b*) What are the nature and value of the methods adopted by the different railway administrations for the original and subsequent periodical testing of metal bridges?

(*c*) What is the real value of these tests, and can they be regarded as practical means of settling the actual state of repair and the margin of safety of the above-mentioned structures?

Reporter: Edler von Leber, Principal Inspector of the Railway Control Department, Ministry of Commerce, Vienna.

SECTION II—LOCOMOTIVES AND ROLLING-STOCK.

5. *Boilers, Fire-boxes, and Tubes.*

(*a*) Steel boilers and fire-boxes. Strain to which they are subjected in use, and conditions on which the plates are accepted.

(*b*) Iron tubes. Means of preventing leakage at the tube-plates.

(*c*) Injurious effects of the feed-water on the boilers and tubes. Systems of purifying.

(*d*) Synopsis of experiments as to the production of steam, viz.:—Results obtained with tubes according to their diameter, length, system, arrangement in the boiler, and the metal of which they are made.

Experiments as to the influence of the capacity of the smoke-box, and the different forms of chimneys and spark-arresters.

Experiments with the various forms of blast-pipe.

Experiments as to the effects of speed on the production of steam.

Reporter: M. Sauvage, Assistant Locomotive Engineer, Eastern Railway of France, Paris.

6. *Express Locomotives.*

Type of engine most suitable for high speeds; the use of high pressure, and application of the compound principle; improvements in distribution and balanced slide-valves; engine-building regarded from the point of view of diminishing the strains of the permanent-way; the effect from this latter point of view of the compound principle.

Reporter: Mr. Aspinall, Chief Mechanical Engineer, Lancashire and Yorkshire Railway, Horwich, Lancashire.

7. *Rolling-stock for Express Trains* (*2nd and 3rd Sections combined*).

Type of rolling-stock for express trains and long journeys; vestibule trains; improvements in internal arrangements; various modes of heating and lighting.

Reporter: Mr. Park, Carriage Superintendent, L. and N.W.R., Wolverton.

8. *Electric Traction.*

The general question of electric traction.

Reporter: M. Auvert, Engineer in the Rolling-stock Department of the Paris and Lyons Railway, Paris.

SECTION III—TRAFFIC.

9. *Acceleration of Transport of Merchandise* (*2nd and 3rd Sections combined*).

Influence of speed upon the expenses of haulage, and the utilisation of rolling-stock on the one hand, and on the other hand upon the number of vehicles and the amount of accommodation and plant required.

Reporter: Mr. Lambert, General Manager, Great Western Railway, Paddington, London.

10. *Station Working.*

(*a*) Methods of accelerating the shunting of trucks and handling of merchandise. Arrangement of sorting sidings.

Reporters—For non-English-speaking countries: M. Richter, Assistant Superintendent of the State Railway from St. Petersburg to Warsaw, St. Petersburg. For English-speaking countries: Mr. Turner, General Manager, Midland Railway, Derby.

(*b*) Employment of mechanical and electrical appliances in shunting and marshalling.

Reporters—For non-English-speaking countries: M. Eugene Sartiaux, Electric Engineer of the Northern of France Railway, Paris; and M. de Boschan, Engineer, Kaiser Ferdinand's Nordbahn, Vienna. For English-speaking countries: Mr. Turner, General Manager, Midland Railway, Derby.

11. *Signals.*

Recent improvements in block and interlocking apparatus, chiefly from the point of view of economy in initial outlay; signals in tunnels; method of preventing collisions at points of danger on express lines, in case of overrunning stop signals; replacement of colour signals by geometric form signals, in order to avoid the dangers arising from colour blindness or defective vision.

Reporters—For non-English-speaking countries: M. Motte, Engineer, Belgian State Railway, Namur. For English-speaking countries: Mr. Thompson, Signal Superintendent, L. & N. W. R., Crewe.

12. *Cartage and Delivery.*

Organisation for the collection and delivery of goods and parcels consigned by railway.

Reporter: Mr. Twelvetrees, Chief Goods Manager, Great Northern Railway, King's Cross, London.

SECTION IV—GENERAL.

13. *Organisation.*

Organisation of the central administration, and outdoor staff on the various systems of different countries.

Reporters—For non-English-speaking countries: M. Duca, General Manager, Roumanian State Railways, Bucharest. For English-speaking countries: Mr. Harrison, General Manager, L. & N. W. R., Euston, London.

14. *Settlement of Disputes.*

Rules for settlement of differences arising between railways with respect to goods traffic.

Reporter: M. de Perl, Privy Counsellor, Chief of the Foreign Traffic Department, Russian Railway Union, St. Petersburg.

15. *The twenty-four hours' day (3rd and 4th sections combined).*

Introduction in the time-tables of continuous reckoning from 1 to 24 hours, and of the division of the hour into 100 parts; present state of the question; partial adoption in different countries; advantages to the public, and to the railway service; would the alteration of existing clocks be necessary, and if so, how could it best be accomplished?

Reporters: MM. Scolari and Rocca, Chief Inspector and Inspector of the Mediterranean Railway of Italy, Milan.

16. *Decimal system (1st and 4th sections combined).*

General adoption of the decimal system in calculations relating to the construction and working of railways.

Method of facilitating the introduction of the metric system of weights and measures in those countries where it is not already in use.

Reporter: Mr. Wilkinson, Chief Goods Manager, Great Western Railway, Paddington, London.

SECTION V—LIGHT RAILWAYS.

17. *Contributive Traffic and relaxation of normal requirements for light railways (4th and 5th sections combined).*

(*a*) Light Feeder Lines; method adopted by the great railways to encourage the building or working of light, feeder lines.

Reporter: M. de Backer, General Manager of the Belgian General Economic Railway Society, Brussels.

(*b*) Relaxation of normal requirements for light railways.

In the case of light railways, what relaxation can be made by the Government in its normal requirements for construction and working without risking the public safety.

Reporters: Mr. Humphreys Owen, M.P., Chairman of the Montgomeryshire County Council, Director of the Cambrian Railways; and Mr. P. W. Meik, M.Inst.C.E., Victoria-street, London, S.W.

18. *The working of Light Railways by leasing companies.*

In what countries has the system of leasing light railways been adopted? On what terms are such leases granted, and with what practical result?

Reporter: M. de Burlet, General Manager of the Belgian National Light Railway Society, Brussels.

19. *Light Railway Shops.*

Should the principal shops be in the middle or at one end of the line?

Reporter: M. Terzi, Manager of the railway from Suzarra-Ferrara to Sermide, Italy.

20. *Brakes for Light Railways (2nd and 5th sections combined).*

Account of the different kind of brakes in use on light railways; their respective advantages both from the technical and from the public safety point of view.

Reporter: M. Plocq, Superintendent of the General Light Railway Society, Arras.

The Congress was held at the Imperial Institute, London.

His Royal Highness the Prince of Wales accepted the position of Hon. President, and on the 26th June opened the Congress on behalf of Her Majesty the Queen, and on his own behalf in a graceful speech.

For

For the purpose of facilitating the work of the Congress, the subjects were divided into five sections, viz. :—

Section 1.—Way and Works.
„ 2.—Locomotives and Rolling-stock.
„ 3.—Traffic.
„ 4.—General.
„ 5.—Light Railways.

The discussions in connection with the five separate sections of the Congress went on simultaneously, except in a few instances in which, for part of the time, one or two sections were amalgamated, in order to deal with matters that were closely allied to each other, and were being dealt with by the two sections.

The papers were very fully discussed, more particularly by the representatives from the Continent of Europe.

The Congress was exceptional in its character, owing, as already stated, to its being held on British soil for the first time in its history; and the railways of Great Britain and Ireland were therefore strongly represented. The American railways were also represented in strong force by a Railway Association which represents a mileage of 147,000 miles, and also by the representatives of a number of individual lines.

The whole of the subjects which were to be discussed having been allotted to leading railway men in Europe early in 1894, it was not possible for me to contribute any original paper; but I joined in the discussions of as many of the sections as possible, and the systems of working and the extent and value of the railways of New South Wales will, as a consequence, be much better known by the world in general than was the case previously.

A vast amount of information was prepared by the Commissioners for the reporters appointed to deal with the various subjects, and plans and diagrams were also sent; a few of the papers so supplied are attached hereto.

The principal subjects in the discussions of which I joined were those relating to :—

Light railways,
Questions affecting the safe working of traffic upon the railways,
The expediting of merchandise,
Arrangements of stations and sidings;

and I attach hereto (*see Appendix*) some of the speeches made upon these subjects.

As an Appendix (pages 8–17) will be found the conclusions arrived at by the Congress on the subjects discussed.

The meeting together of railway men of the first rank from all parts of the world, and the informal interchange of views on various subjects, will, in my opinion, be productive of far-reaching results, equal to, if not exceeding, in value and importance, the public debates recorded in the papers of the Congress.

The progress exhibited in every branch of railway-working in the various countries is in the present day very rapid, and in order that those who use the railways may obtain the best possible service at the lowest possible rates, it is absolutely essential that those charged with the responsibility of administering vast properties like the railways should frequently see what is going on in other parts of the world, and meet and discuss questions suggested by their observations, with other administrators of the great railway systems of the world.

A very important question in connection with the utility of the papers, prepared at an enormous expenditure of labour and skill, is the fact that up to now they have always been printed in French. This, of course, limits the extent to which they can be perused, particularly in countries separated by great distances from the continent of Europe. I have on more than one occasion endeavoured, through the offices of Railway Managers in England, to bring about the printing of the reports of the proceedings in both English and French, but without success. Seeing, however, that I was in Europe, I addressed myself directly to the Committee of Management in Brussels, as per copy of letter appearing in Appendix, and I are pleased to say with some measure of success. I trust the promised arrangement will be of very material value to the English-speaking railway world.

Her Majesty the Queen took exceptional interest in the gathering, and invited the whole of the delegates, with their ladies, to a garden party at Windsor Castle. On this occasion eighteen delegates, representing the various countries, were presented by His Royal Highness the Prince of Wales to Her Majesty the Queen, and I had the honor of being presented on behalf of the Colony of New South Wales.

I cannot conclude this report without reference to the vast amount of labour and trouble undertaken by the Permanent Commission, of which M. Dubois was the President, and M. Louis Weissenbruch the Secretary; and by the English section, of which Lord Stalbridge, Chairman of the London and North-western Line, and Sir Andrew Fairburn, Bart., Director of the Great Northern Line, were respectively President of the Congress and the Executive Committee of the Congress, and Sir Henry Oakley the Secretary. The efforts of these gentlemen to make the meetings thoroughly successful, and the hospitality extended both by the various railway companies and by distinguished persons to the delegates, was most marked and contributed very materially to the success of the Congress.

Mr. W. M. Acworth, so well known as a distinguished writer upon railway subjects, acted as Secretary to the English Executive Committee, and was most indefatigable and successful in his effort to make the meeting one of the most valuable yet held.

The policy of the organisers of the Congress has in the past been to conduct the whole of the discussions in private, the Press being excluded. The reports appearing in the Press, therefore, have been of the most meagre description. Looking at the enormous importance of the railway interest to the world in general, it would, in my opinion, be well if this matter were reconsidered, with the view to greater publicity being given to the proceedings in future.

It is difficult in a report of this nature to give any idea of the advantages accruing from the holding of such a Congress; but the amount of information gathered, and the exchange of views which has taken place, will be of very considerable value in the working of the railways of the Colony in the future.

Attached as an appendix will be found a report of the speeches made at the opening and closing ceremonies in connection with the Congress.

It was decided that the next meeting of the Congress should be held in Paris in the year 1900.

I have, &c.,
E. M. G. EDDY,
Chief Commissioner for Railways.

APPENDICES.

The Chief Commissioner, New South Wales Government Railways, to The President of the International Commission.

Care of the Agent-General for New South Wales, 9, Victoria-street,
London, S.W., 14 May, 1895.

Monsieur,

I have considered for a long time that the proceedings of the International Railway Congress would be of much more value and general interest if printed in English as well as in French.

At the present time more than half the railway mileage of the world is in the hands of English-speaking nations, and the bulk of that mileage is represented by administrations, companies, or associations which are supporters of the Congress.

In America and the Colonies, where the intercourse with the residents of the continent of Europe is so small, the French language is not generally understood, and the proceedings of the Congress are, therefore, only accessible to a very limited number of railway men.

In questions of this sort, where so vast an amount of information is collected at great cost of time and labour, it is of the first importance that the results should be made known as extensively as possible, and particularly amongst the junior officers of the service, as railway questions are becoming very complex, and require careful and thoughtful investigations to a much greater extent than formerly.

In my opinion, anything that can be done to scatter seeds for thought and discussion should be done, and so lead to a higher and more thorough development of the great railway interests with which the well-being of the whole world is so closely bound up.

I trust you will consider the question of sufficient importance to bring forward with the view of the suggestion being adopted, as I feel sure the future membership of outlying English-speaking communities will depend to some extent upon the decision arrived at.

I am, &c.,
E. M. G. EDDY,
Chief Commissioner, New South Wales Government Railways.

The President of the International Commission to The Chief Commissioner, New South Wales Government Railways.

Commission Internationale du Congrès des Chemins de Fer, Comité de Direction,
10, rue Ducale, Bruxelles, le 5 July, 1895.

Dear Sir,

In reply to your letter of the 14th May, for which I am very much obliged, I beg to inform you that the subject of your communication was laid before the meeting of the International Commission, and that, in accordance with your suggestion, it was decided that in future the Bulletin du Congrès should be published in English as well as in French. The Committee decided that this should be carried out for one year, and that if it proved a success it should continue.

With many thanks for your useful suggestion,

I am, &c.,
A. DUBOIS, L.W.Y.,
President of the International Commission.

Conclusions arrived at by Congress.

Sectional Reports.

Question XIX.—Light Railway Shops.

"Should the principal shops be in the middle or at one end of the line"?

Conclusions presented.

No fixed rule can be laid down, and only by a most careful investigation of the circumstances involved in working a line and by calculating the advantages presented by one site over another will it be possible to decide upon the most convenient site on which to establish the sheds in any given case.

Question I.—Strengthening of Permanent-way in View of the Increased Speed of Trains.

Report of the First Section.

This question was the subject of two reports—one presented by Mr. Hunt, Chief Engineer of the Lancashire and Yorkshire Railway, for the English-speaking countries; and the other, for the non English-speaking countries, by M. Ast, Chemins de fer du Nord Empereur Ferdinand, Autriche.

The First Section was able to unanimously adopt the conclusions arrived at by Mr. Hunt:—

(1.) The type of permanent-way almost universally adopted by the English railway companies is that of a bull-headed rail laid in chairs, which are fixed to the sleepers by spikes, or screws, or some analogous fastening.

(2.) That as far as the further strengthening of the permanent-way is concerned, in view of the increased speed of trains, the English companies do not consider for the present that any further strengthening is necessary beyond that already in vogue.

According to Mr. Hunt, if a higher speed than 160 kilometres (100 miles) per hour is required, the permanent-way engineers having done all they can, the locomotive superintendents must turn their attention to increasing the power of the locomotives without increasing the hammering action of the locomotive on the permanent-way.

On

On the Continent, where speeds inferior to those existing in England occur, the permanent-way engineers have, no doubt, not yet done all they can do in this direction, but some of them think that Continental locomotive superintendents ask too much of the permanent-way; that one's attention must be given both to the rolling-stock as well as the permanent-way, in order to increase the speed of trains under proper conditions of security and economy, by considering the rolling-stock and permanent-way as a whole.

The First Section is of opinion that the two departments in charge of the permanent-way and rolling-stock ought always to co-operate in order to meet the requirements of the public, especially with a view of increasing the speed of trains. The Congress will certainly endorse the opinion of the First Section, which is put forward in a conciliatory spirit.

After having described the systems employed in strengthening the permanent-way to enable the speed of trains to be increased in non-English-speaking countries after stating what has actually been done on express lines, and after stating the conditions necessary for running well-ordered express trains, according to the limits of speed above noted, M. Ast laid down a complete programme of an ideal line that should be adopted with express trains.

The Reporter observed that the ideal line, as defined by him, had already been realised by several lines, and notably in England. Like Mr. Hunt, M. Ast invited the locomotive superintendents to try and increase the power of their locomotives without increasing the hammering action on the permanent-way.

The programme presented by M. Ast was not adopted in its entirety by the Section. The majority of the members who took part in the discussion were of opinion that it was not possible to make a complete abstract of what actually existed on the Continent, or to decide upon an ideal type for immediate adoption.

(1.) The Section voted unanimously the conclusion arrived at by M. W. Ast, that the formation over which express trains pass should be well consolidated and perfectly drained. It was unanimously agreed that on first-class lines good permeable ballast must be used.

After discussion, the minimum depth of ballast was fixed at 0·20m. (8 inches), counting from the bottom side of the sleeper (wooden).

(2.) The Section decided that for express lines the minimum length of sleeper should be 2·5m. (8 feet 2 inches); minimum breadth, 9½ inches—that is, slightly under the figures proposed by the Reporter, which were 2·7 m (8 feet 10 inches) and 10 inches respectively; and further, that the section of the sleeper must permit of a good fastening of the rails.

M. Ast expressed the opinion that it would be desirable to adopt a uniform type of sleeper, as adopted in England.

The majority of the members of the Section thought that, considering the different kinds of wood employed for sleepers on the Continent, this proposition was not advisable, and that it would be too onerous.

(3.) As far as the rails are concerned, the Section decided that, taking into consideration the other elements of the permanent-way and the rolling-stock, there is a general tendency, whether for increasing the rigidity of the track or for a future increase in the traffic, to increase the weight of rails over which express trains run, having a speed of 80 kilometres (50 miles) per hour, and that this weight should be about 40 kilograms per metre (80 lb. per yard).

Some members considered that the weight of rails should be more definitely defined, and considered that, in conjunction with the Reporter, the weight of rail should be 35 kilograms per metre (70 lb. per yard) if the speed does not exceed 90 kilometers (56 miles) per hour, and if the weight on the axle does not exceed 14 tons per axle.

Further, the fact was noted that under these conditions, one could travel without danger even on rails weighing only 30 kilograms per metre (60 lb. per yard), but that the up-keep of the line would be expensive.

The Section was of opinion that they could not treat alone a question of such importance as the composition of the steel employed in the manufacture of steel rails, whether soft or hard, as this question was of equal interest to the locomotive superintendent, because it was a question as to whether it was preferable to allow the wear to take place on the tyres or on the rails.

On the motion of MM. Verchowsky and Belelubsky the following resolution was passed:—"The question of the life of the rails, in view of the recent researches that have taken place in all countries, and the practical results obtained since the Congress at Milan, should be put down for discussion at the next Congress."

(4.) The question of the spacing of the sleepers, and especially those at the rail-joints, gave rise to a long discussion. Not wishing to decide between the bull-headed rail section or Vignoles section, in considering the spacing of the sleepers, and especially those at the rail-joints, the Section adopted the following general resolution:—"The close spacing of sleepers, and especially those under the rail-joints, is one of the ordinary means of strengthening the permanent-way."

Some members observed that, according to local conditions, it might be cheaper to strengthen the permanent-way by increasing the weight of rails, rather than the number of sleepers, and, therefore, no definite rule could be decided upon.

(5.) The Section adopted the following proposition, proposed by the Reporter:—

Conclusions presented.

When considering the fixing of the rails to the sleepers, two distinct systems have to be considered—that of the "double-headed" rail, and that of the "Vignoles" rail. As the speed of trains increases, the strain on the attachment of rails to the sleepers increases very rapidly, and special attention must, therefore, be paid to the means of attachment used. The best means of attachment is that of fixing the rails in strong chairs.

It would, therefore, seem logical to develop the mode of fixing the Vignoles rails on the same lines as that adopted in the bull-headed rail and chairs, either by using holding-down plates, or by increasing the number of the holding-down screws.

The following conclusion of M. Ast's was was also adopted:—"A perfect form of 'rail-joint' has not yet been arrived at. Experience has, however, proved that, simultaneously with the increased rigidity of the permanent-way, and of the attachments of the rails to the sleepers, the destructive action that takes place at the rail-joints is reduced."

QUESTION

QUESTION II.—PLACES IN PERMANENT-WAY REQUIRING SPECIAL ATTENTION.

Means to avoid the necessity of expresses slackening speed, and to prevent shocks in passing special points, such as sharp curves, long and steep gradients, facing-points, rail-crossings, road-crossings, swing-bridges, &c.

Conclusions presented.

Gradients and exceptional curves, when they are run over without slackening, are not specially strengthened. However, in England, a guard-rail is frequently placed along the inner rail.

Most administrations, especially in France and England, allow express trains to pass over permanent-way appliances, level-crossings, private sidings, and double-line stations at full speed, without having recourse to other means than those which are used for ordinary trains.

Passing through single-line stations without slackening is allowed on a fairly large number of lines; very varied contrivances which are adopted for this purpose depend essentially on the working regulations peculiar to each administration, and equally satisfactory technical arrangements are found suitable.

Some administrations allow trains to pass over swing-bridges at full speed.

QUESTION III.—JUNCTIONS.

Best method of constructing junctions upon express lines so as absolutely to avoid slackening speed. Best arrangements of points and crossings. The most efficacious means of maintaining the speed of trains, while abandoning super-elevation at junction-curves.

Conclusions presented.

The Congress decided that a large number of administrations allow trains to pass over junctions at full speed, especially trains running on straight lines, or on lines with curves of large radius.

A permanent-way, designed to resist the horizontal and vertical forces, with curves of not too small a radius (an arrangement which can be arrived at by adopting a symmetrical design for the two lines), with good large sleepers, with good ballast, resting on a solid and well-drained platform, may be considered, in conjunction with the conclusions arrived at in connection with Question VII, letter B., as amongst the conditions essential for the construction of junctions run over by express trains in all directions.

QUESTION XIII.—ORGANISATION.

Organisation of the central administration and out-door staff on the various systems of different countries.

Conclusions presented.

It results from the discussion that the systems and the organisation vary according to the requirements of the various lines. It therefore seems difficult to lay down any one uniform method. If a certain decentralisation is imperative in the case of large lines, it is nevertheless necessary that all the departments should be placed under one superior authority, whilst leaving them, however, a right of initiative in accordance with their position. The most important condition appears therefore to consist, above all, in the choice and in the efficiency of the staff.

QUESTION XIV.—SETTLEMENT OF DISPUTES.

Rules for settlement of differences arising between railways with respect to goods traffic.

Conclusions presented.

The meeting expresses the desire for the extension of the French Convention of 1886.

QUESTION XVIII.—THE WORKING OF LIGHT RAILWAYS BY LEASING COMPANIES.

In what countries has the system of leasing light railways been adopted? On what terms are such leases granted, and with what practical results?

Conclusions presented.

(*a.*) Countries in which the system of leasing has been applied.—The information supplied shows that the leasing of light railways has been adopted:—In Belgium on a very large scale. In Austria and Hungary fairly generally. In France, in certain cases, by the great companies which have handed over the working of light lines connecting with their system to lessees.

Recently there appears to be a tendency on the part of the department to construct the light lines in part or in whole at their own expense, and then lease their working. This is preferred to the old method, which consisted in granting the right of constructing the line on condition of a guarantee of interest, and granting the right to work them on condition of a guarantee to repay the actual working expenses, with, in the case of several departments, a limitation in the shape of a fixed maximum.

In Holland and Italy there are cases of leasing, but they are comparatively few. The same may be said of Switzerland. In England there are still fewer instances.

(*b.*) Terms and results of leasing.—As for the terms of leasing, they have greatly varied in different countries, according to their local circumstances and their various legislative and administrative conditions. It is impossible to lay down absolute and uniform rules on this point. At the same time, the Section unanimously supports the opinion expressed by the Congress at Paris—that the contract should be so drawn as to make the lessor and the lessee of the line into real partners, both possessing an interest in the continuous increase of the traffic and the earnings.

Further, the result of the opinions expressed in the notes sent in to the meeting and those uttered by the delegates in discussion showed:—

(1.) That, as a general rule, it is preferable that the rolling-stock should be furnished by the lessee, unless in special cases, and that the terms on which the stock will be taken over on the expiry of the lease should be carefully considered.

(2.) The system of paying the working company merely according to the train mileage run cannot be recommended.

(3.) The system based on the repayment of actual expense does not seem—so far as real leasing contracts, as distinguished from construction contracts are concerned—to have produced results to compensate for the obvious inconveniences of the system.

(4.) The system which allots to the working company a percentage of the gross receipts, with or without a fixed sum in addition, seems likely to lead to satisfactory results, and this whether the percentage be the same for passengers and goods, or different, and whether or not there be also special recognition of the number of passenger-miles, ton-miles, and train-miles.

QUESTION V.—BOILERS, FIRE-BOXES, AND TUBES.

(*a*) Steel boilers and fire-boxes.—Strain to which they are subjected in use, and conditions on which the plates are accepted.
(*b*) Iron tubes.—Means of preventing leakage at the tube-plates.
(*c*) Injurious effect of the feed-water on the boilers and tubes.—Systems of purifying.
(*d*) Synopsis of experiments as to the production of steam, viz. :—Results obtained with tubes according to their diameter, length, system, arrangement in the boiler, and the metal of which they are made ; experiments as to the influence of the capacity of the smoke-box, and the different forms of chimneys and spark-arresters ; experiments with the various forms of blast-pipe ; experiments as to the effects of speed on the production of steam.

Conclusions.

Part "A."

1. The use of mild steel for the boiler-plates of locomotives has become a matter of current practice, this use being mainly justified by the quality of the plates, which is much more uniform than in iron. Particularly in the flanged portions of the work, steel is more readily worked.

2. Steel-plate for boilers should be very mild, homogenous, incapable of being hardened, and characterised by a breaking strain not exceeding 28½ tons per square inch (45 kilograms per square millimetre), and preferably between 25½ and 22 tons per square inch (40 and 35 kilograms). The plates should be made from open-hearth steel, and hardly any pig containing phosphorus should be used in their manufacture.

These limitations are not intended to discourage trials of new alloys which are becoming known.

3. The substitution of steel for iron allows at times of a slight increase of pressure in the boilers, without any modification in thickness of plate.

4. The working up of steel-plate does not require any extraordinary precautions. They can stand local application of heat, notably, for the drawing out of the corners. A wise precaution is to anneal the plates after working them, prior to riveting ; nevertheless, this precaution is not indispensable when experience has proved the good quality of the plates and the merits of the boiler-maker's work.

5. Steel fire-boxes continue to be practically unused in Europe. The few cases in which they have been experimented with do not show that they have any advantage over the copper box, at least, with the qualities of steel available in Europe. This opinion does not apply to small locomotives, whose work is not of a very hard nature. For these, steel fire-boxes may be advantageously used.

Part "B."

6. Iron and steel boiler-tubes have come more and more into use. They can be substituted for brass without disadvantage. When the water is of a suitable quality the substitution actually results in a considerable economy.

7. In the case of copper fire-boxes and suitable quality of steel and iron for the tubes, when the water is of appropriate quality, such tubes do not require copper ends.

8. The tubes are generally expanded with a dudgeon, the holes in the tube-plates being slightly coned or even cylindrical.

9. The beading of the ends of the tubes is not indispensable.

10. In many cases ferrules are only necessary at the fire-box end, and then only when the tubes show signs of leakage. For steel fire-boxes it appears best to use copper sleeves on the outside of the iron or steel tubes.

11. In general it may be said that the avoidance of leakage in the tubes depends mainly upon the care taken in the working of the locomotive. It may be safely said that locomotives, the tubes of which are fixed in the ordinary way, do not give any trouble if the fire is attended to in a regular manner, without abnormal entry of cold air into the box, and if care is taken to allow the boiler to cool off before being emptied, and more particularly before washing out with cold water. It is unwise to draw fires before an engine has been shedded, as the blast in this case draws a considerable volume of air through the fire-box and tubes. Hot water seems to be best for washing out the boilers.

Part "C."

12. Desincrustants may be found useful to obviate the formation of adhesive deposits, but their nature and proportions should be adapted to varying local conditions.

13. The purification of feed-waters which contain much carbonate of lime and particularly of selenitical waters, prior to their being used, is extremely desirable. The provision of plant for this purpose necessitates a heavy initial outlay, but the capital thus expended will often be recovered through economies of fuel, cost of washing out, and maintenance.

Part "D."

14. As a rule, the length of locomotive tubes most favourable for the production of steam does not exceed 13 to 14¾ feet (4 to 4·5 metres).

15. The flue space should be as large as possible, which justifies the suppression of ferrules. The diameter of the tubes should not be too small, nor should they be placed too close together. As far as possible, it is advantageous that their internal diameters should be from 1½ to 2 inches (40 to 50 millimetres), and their distance apart not less than 0·709 inch (18 millimetres).

16. Ribbed tubes with an external diameter of from 2·36 to 2·75 inches (60 to 70 millimetres) are suitable for locos. when the tubes are short. It may be found advantageous to substitute them for ordinary tubes of 2 inches (50 millimetres) diameter, with the small diameter, by suitably reducing the size of the ribs.

17. The comparative effect between placing the tubes in chequerwise or quincunx rows, as against vertical rows, is not apparent.

18. The nature of the metal in the tubes does not practically affect the production of steam.

19. Extension smoke-boxes of American type, which have been tried by many European administrations, do not seem to give less good results than the ordinary smoke-box. They have, however, the advantage of holding a great quantity of cinders.

20. No evident superiority can be assigned to any particular form of chimney; those which are slightly conical in shape (of small diameter at the lower end) appear to be favoured. It is advisable to prolong the chimney towards the interior of the smoke-box, giving this extension the form of a cone; the nozzle of the blast-pipe should not in this case be much higher than the top row of tubes.

21. No form of spark-arrester can be said to offer advantages. All obstruct the draught without being absolutely efficacious; the ordinary spark-arrester, made of wire, suffices in most cases.

22. In the different systems of regulating the blast, the annular disposition appears to be slightly the best.

23. It is necessary to take the greatest care in placing the blast-pipe in proper relation to the chimney.

Opinions are divided upon the utility of the blast-pipe with variable orifice, as it depends upon a great number of causes.

A simple mechanism with two controllable valves appears quite suitable.

24. Speed has no noticeable effect upon the production of steam; in other words, with equal weights of steam exhausted per second, and the same pressure in the cylinders at the start of the pre-exhaust, the greater or less frequency of the exhaust impulse is a matter of indifference. The fact is clearly proved by the action in service of two-cylinder compound engines.

Question VI.—Express Locomotives.

Type of engine most suitable for high speeds. The use of high pressure, and application of the compound principle. Improvements in distribution and balanced slide-valves. Engine-building regarded from the point of view of diminishing the strains of the permanent-way. The effect from this latter point of view of the compound principle.

Conclusions presented.

Types of express locomotives may be compared from different points of view, and either outside or inside cylinders may be used. The front of the locomotive is carried upon either a bogie or a carrying axle. The driving wheels are either independent or coupled; the compound system is sometimes adopted; the centre of gravity may be more or less high above the rail-level.

With inside cylinders a crank-axle must be used, and the life of such an axle is generally shorter than that of a straight axle. Two delegates remarked that certain statistics which only give the mileage of crank-axles broken while in use, and not of those which make the greatest mileage, might create false ideas in this respect.

The use of the bogie is very usual in Europe, as also in the States, and this arrangement is approved by most engineers. One delegate stated that an excellent service is obtained on the London and North-Western Railway by the use of compound locomotives with three cylinders provided with a radial axle in front. On the Paris, Lyons, and Mediterranean Railway a locomotive has been successfully tried which is provided with a carrying axle instead of a bogie; the bogie, has, however, been adopted for the engines most recently built for this line.

Among companies not at present using bogies may be cited the Great Eastern Railway.

The Reporter observed that an examination of the construction of different types of bogies would be of interest. Opinion seems generally in favour of provision for side-play of the bogie; but according to the experience of the Pennsylvania Railroad Company side-play is useless, and has been given up without causing inconvenience.

Locomotives with independent axles are employed, particularly in England, for working express trains with few stops; but, however, special conditions might be against a great extension of this type of engine. As a rule, four coupled wheels are used, but it was noted that in Italy, the United States, Russia, and New South Wales, six coupled wheels were used for express locomotives.

Mr. Webb's locomotives have two driving axles without coupling-rods. In compound engines with four cylinders built on the continent of Europe, the driving wheels are often coupled so as to obtain a better equilibrium of the moving parts and facility in starting.

Opinions as to the utility of the compound system for express locomotives are much divided. According to some engineers the complication which it leads to is not justifiable when the price of fuel is not high. Others think, on the contrary, that the advantage of this arrangement is, above all, that it increases the power of the engines.

Two delegates also stated that, with the compound system, express engines were more stable when three or four cylinders were used.

As to the centre of gravity, the English and American engineers preferred it to be high rather than low; on the continent of Europe the opinion appears less absolute, but in practice the continental engineers never hesitate to raise the boilers when this is desirable, and it does not lead to any difficulties. The rails of the North-Eastern Railway carry loads of 20 tons per axle when the centre of gravity of the engines is high and the wheel-base long enough.

The Section afterwards examined the question of the use of balanced slide-valves. In Europe such valves are rarely used except in an experimental way, although some considerable use has been made of them. In general the results appear favourable, but it is difficult to settle the question in an absolute manner as to the best way of designing such valves. In the United States such valves are in general use.

Generally speaking, the action of locomotives upon the permanent-way is the result of a number of causes; among arrangements calculated to diminish the bad effects may be cited the use of the bogie, inside cylinders, and the compound system with multiple cylinders.

Question VII.—Rolling-stock for Express Trains.

Type of rolling stock for express trains and long journeys. Vestibule trains. Improvements in internal arrangements. Various modes of heating and lighting.

Conclusions presented.

Some delegates seemed to consider that it is important to give even to third-class passengers room enough to lie down at night, and also to provide them with w.c's. lavatories, &c., and that all this can be done at very slight additional expense. Other delegates considered that such an arrangement could not become general without adding considerable weight to the trains, and that this would add considerably to working expenses; it should therefore be limited to special cases.

The question, however, depends also on the gradients on the line, and on the weight and speed of the trains.

As to the general type of carriages, and with special regard to length, some delegates asked if the fact of placing long cars in trains composed chiefly of ordinary cars would not be dangerous in case of sudden stops and accidents on the road. Several delegates stated that on their railways no inconvenience had been found from this cause.

It is not possible to state absolutely if preference should be given to bogie cars or to the types with two or three axles which are most usual in Europe, the question depends especially upon the gradients on the lines, the number of passengers carried, the arrangement of the stations, and the requirements of working, which have to be satisfied.

The meeting then discussed details. Some delegates remarked that wheels with wooden centres, which are very generally used in Great Britain, have not given good results upon their lines; this want of success appears due to the dryness of the climate and to the prolonged action of the brake on inclines.

Several delegates stated that the tastes of passengers vary greatly, some persons preferring separate compartments, while others like open cars with through communication. Such a comparison can only be made fairly when each of the two types of cars offer the same w.c. and lavatory accommodation.

An important point is to put at the disposal of the public w.c's. and lavatories in sufficient number for long journeys without stops.

On certain railways with steep inclines, or where the traffic is very heavy, the increase of dead loads, which results from the improvements already referred to, may lead to serious difficulties.

With regard to the heating of trains, the delegates do not consider it possible to add to the conclusions arrived at by the preceding Congress.

A certain number of delegates observed that the most useful system of lighting appeared to be that based on the uses of compressed gas of rich quality.

Other delegates think that oil lamps and even candles give satisfactory results. Trials of other systems, notably that of electric lighting, should be continued.

Question XI.—Signals.

1. Recent improvements in block and interlocking apparatus, chiefly from the point of view of economy in initial outlay.
2. Signals in tunnels.
3. Methods of preventing collisions at points of danger on express lines, in case of over-running stop signals.
4. Replacement of colour signals by geometric form signals, in order to avoid the dangers arising from colour-blindness or defective vision.

Conclusions presented.

1. The Section decided by a large majority to submit the following resolution to the general meeting:—"Two block systems are in force—automatic and non-automatic. According to the reports read and the opinions expressed, both give a sufficient degree of safety. On single lines the automatic system can secure safety. There are systems which allow the points and sidings of single lines to be blocked without stopping the trains. As for the interlocking system, the Section notes with interest those parts of the reports relating to the same presented and summarised by Messrs. Thompson and Motte."

2 and 3. These two points were taken together by the Third Section. After having heard the very clear and concise summary by Mr. Thompson, in his excellent report on these combined questions, the Chairman requested the delegates to discuss the steps to be taken with a view of avoiding collisions at dangerous points on fast lines, and having called upon Mr. Raemaeckers, the (Government) Secretary of the Belgian State Railways, Mr. Raemaeckers remarked that the most perfect system of signals could never provide absolute security, since human fallibility and the occasional failure of drivers and guards must always be taken into account. He, however, believed that so far, at least, as regarded passenger trains, the problem was not very difficult to solve, the employment of Westinghouse and other brakes already provided a great guarantee, to which should be added, at all dangerous points, a loop-line situated beyond the stop signal. Goods trains travelling, as they do, at a lower rate of speed, are consequently more easily pulled up, and a siding with a stop-buffer would fulfil all requirements, as there would then be only the fear of damge to rolling-stock—a question of minor consideration.

M. Pieron (France) was not inclined to adopt these conclusions, and the Chairman having observed that this question should be considered from a practical rather than from a theoretical point of view, again asked what means had been actually adopted to minimise the danger caused by the mistakes of employees. One of the delegates stated that none existed, and facetiously added that the only remedy would be the suppression of railways; but M. Orsel received unanimous approval when he observed that, before all things, complete discipline and strict observance of the regulations was absolutely necessary.

The Chairman having asked what steps were taken in America to meet the danger, Mr. Ely, Pennsylvania Railroad, stated that at places of danger, and they were sufficiently numerous on American railroads, single points were provided with a guide-rail which derailed trains on to the ballast, where an obstruction

obstruction composed of soft earth, if necessary, deadened the shock at the moment of final stoppage. The number of trains on the Pennsylvania Railroad varies from 100 to 150 per day, and, thanks to this system, no serious accident has ever taken place.

This very positive and categorical statement was confirmed by the other American delegates. Passenger trains had been derailed in this manner without causing personal injury; and the opinion generally prevailed in America that derailing on to the ballast offered less danger than the running of the train over sidings.

The Chairman thought that the information furnished on the point would be nothing short of a revelation to some of the delegates, and asked if there was any likelihood of the system advocated by the American engineers being adopted on other lines.

General Hutchinson, after having described the precautions taken in England, could not admit the possibility of introducing the system of derailing on to the ballast, and his opinion was shared by the European delegates.

In conclusion, Mr. Eddy, New South Wales Government Railways, confirmed the opinion previously expressed that strict discipline was the only practical remedy. He considered that it would be better to stop the train in the section before the point of danger rather than to run it into a loop-line.

The Chairman, having summed up the discussion, asked if a practical solution could be generally adopted, or, rather, recommended; but the Section decided to limit itself to recording the opinions expressed in the discussion.

4. This point was settled almost immediately after the *resumé* of the portion of Mr. Motte's paper relating to this subject had been read.

General Hutchinson observed that although it was possible to adopt geometric form signals for day working, and obtain satisfactory results, it was not feasible to do so at night, as hitherto no means had been discovered to give a sufficiently distinct and permanent shape to the light of the signals, so as to enable the drivers and guards of the train to perceive them at a greater distance than 220 yards, or at least to enable them to distinguish the different forms adopted.

Several delegates gave interesting information on experiments carried out on their various lines, experiments which had given, however, only negative results. They had come to the conclusion that geometric form signals for night working were not practicable, and that their employment was not advisable, except for experimental purposes.

The President then questioned the members of the Section on the practice adopted in regard to the colour of the signals.

Mr. Eddy said that there was a marked tendency to do away with white light for signals, thus leaving green as the only colour for "line clear," and red for "danger." White is considered to be a danger signal when seen at a point where the driver expects definite instructions.

Mr. Neele, the oldest English superintendent, and Mr. Cottesco (Roumanian railways) expressed a very decided opinion that it was advantageous to do away with white light for main-line signals, and stated that this was customary in their respective countries.

Mr. Maurer (France) doubted whether two colours would suffice, and his opinion was shared by the French delegates.

Mr. Ely declared that in the United States the three colours were still employed; but that he was in favour of abolishing white signals.

It is impossible to arrive at any definite conclusions on this subject, as some lines are worked on the system of closed sections, whilst others are worked on the system of open sections.

Question X*b*.—Employment of Mechanical and Electrical Appliances for Shunting and Marshalling.

Report of the Third Section.

Mr. E. Sartiaux, manager of the electrical service of the "Nord" Railway, analysed the reports from the different companies, which comprised a complete statement of the whole question. Doubts have been expressed respecting the possibility of applying at the present time electricity as the motive-power for station appliances, but the Reporter, relying upon the experiments carried out on a large scale on the "Nord" Company's system, did not hesitate to advocate, and that in a very positive manner, the superiority of electric over hydraulic power.

Particulars were submitted by delegates on the application of electricity for the purpose of shunting, for the working of points and signals, and for lighting stations and trains, and for the supply of power for the working of capstans, cranes, and other machinery; but, on the whole, opinions appeared to be somewhat divided, at at all events as regards the economical point of view, and it would, therefore, appear expedient to bring up this interesting question at the next session of the International Congress.

Question VIII.—Electric Traction.

Conclusions presented.

In short, it appears from the result of trials reported to the Section that the establishment of a service of self-propelling carriages, with transmission by means of electric conductors, somewhat similar to the system used for electric tramways, does not offer great technical difficulties. It is, however, different at present as regards the construction of powerful locomotives supplied with current from central stations and hauling heavy trains. It is, therefore, very interesting to continue trials of this kind. The same may be said of the experiments undertaken by the Western Railway Company of France with locomotives having electrical transmission of energy and generating their own power—a system which has certain special advantages.

As to the use of accumulators as at present built, some companies have used them in experiments, but only with a view of temporarily avoiding the expense which would be entailed by using conductors. The Section, therefore, is of opinion that in certain special cases of transport at low speed, electric traction has been applied with practical success.

QUESTION IX.—ACCELERATION OF TRANSPORT OF MERCHANDISE.

Influence of speed upon the expenses of haulage, and the utilisation of rolling-stock on one hand; and, on the other hand, upon the number of vehicles and the amount of accommodation and plant required.

Conclusions presented.

Acceleration of the transport of merchandise is often desirable, and this increase of speed can be obtained in certain cases without increasing the cost of traction, provided that locomotives suitable for such work be used so as not to reduce the weight of the trains too much.

These conclusions apply especially to lines which have large traffic, making it possible to employ direct trains. While for branches with small traffic, the use of such trains is seldom possible on steep inclines, however it is rarely possible to increase the speed of the goods trains.

It is very desirable that the time spent on sidings and passing-places in loading and unloading, and generally in all station operations, should be reduced as much as possible.

This question is connected closely with Question No. X, discussed in the Third Section.

QUESTION Xa.—STATION WORKING.

Methods of accelerating the shunting of trucks and handling of merchandise. Arrangement of sorting sidings.

Conclusions presented.

The best means of accelerating station shunting and the handling of merchandise will be found in the provision of extensive works, comprising a sufficient number of reception lines quite independent of any main line, as well as spacious platforms of such a design as to divide labour generally in the station, and also meet any special requirements, and on the whole be capable of meeting the fluctuations in traffic. The works should be disposed in such a manner as to fit in with local requirements as far as possible, and yet be so arranged as to avoid much useless coming and going and shunting, and thus assure successive continuity in the working operations.

Complete installations in stations also accelerate the transport of merchandise (Question IX), leading to a more efficient use of the rolling-stock, and increasing the traffic capacities of the line.

All great modern stations are characterised by a systematic division into distinctive parts, each one allotted to particular work—that is to say, by the specialisation and localisation of all movements.

The lines in the goods-yards should be arranged so as to allow as much engine-shunting as possible.

The means employed for shunting single waggons, a thing which can never be avoided, depend upon the number of waggons that have to be shunted in a shed, the arrangement of the lines, nature of the traffic, and the type of the rolling-stock.

Railway administrations would find it of value to construct stores in the yards of stations, in order that the goods-sheds may not be overrun with trucks and goods awaiting delivery. Goods-sheds with upper and lower stories assist in this direction.

In working stations, the main-line engines, special shunting engines, or other mechanical means, are used as far as possible in preference to manual or horse power.

It is generally admitted that in sorting sidings, gravity is the best means of attaining the object, provided, of course, that the ground surface is favourable. When the sidings run into a dead-end it seems to be desirable to lay them out on a gradient rising towards the buffer-stops. This gradient is usually about 1 in 500 in France, and 1 in 160 in England.

With regard to appliances for facilitating shunting, it must be said that but little progress has been made in late years. It is principally the progress in electricity which lends hope for the eventual provision of a general source of power in large stations, distributing light in every direction, and working points, signals, capstans, traversers, cranes, hoists, lifts, and other appliances, and in some special cases the points and signals.

The combination of levers worked by gravity with locomotives and other mechanical appliances frequently give satisfactory results.

Rolling-stock well adapted to its particular purpose is an important factor in the handling of traffic. The brakes, coupling and shunting hooks, have, in some stations, where such means have been applied with the existing material, tended to greatly facilitate the general operations.

QUESTION XVI.—DECIMAL SYSTEM.

General adoption of the decimal system in calculations relating to the construction and working of railways. Method of facilitating the introduction of the metric system of weights and measures in those countries where it is not already in use.

Report of the First and Fourth Sections jointly.

The Reporter explained that the adoption of the decimal system was a matter of general interest, it having already been adopted in all countries, with the exception of England and Colonies, Russia, and the United States of America.

The advantages of the decimal system were beyond question, and although the English system has, up to the present time, proved itself sufficient for the requirements of an extensive traffic, it was nevertheless certain that both commerce and industry could only be benefited by the adoption of the decimal system, and more especially of the metric system, which had in its favour uniformity and facility of comprehension.

This had been so well understood that the decimal system was now used in many large English administrations, and especially at the railway clearing-house. The English Parliament, for this same object, had appointed a Royal Commission to inquire into the subject, which had just resulted in a report making the following recommendations :—

1. The metric system, as applied to weights and measures, should be legalised.
2. Within a period of two years its use should be made compulsory by Act of Parliament.
3. The metric system should be included in the elementary teaching at all public schools as an indispensable part of arithmetic, and the decimal system should be included as soon as possible.

In conclusion, the Reporter expressed a wish to see the metric system generally adopted in England and its colonies as soon as possible.

Conclusions

Conclusions presented.

The Congress express its unanimous desire that those countries which hitherto have not adopted the use of the decimal system should make every effort with a view of adopting the metric system as soon as possible for their weights and measures.

QUESTION XVII*a*.—CONTRIBUTIVE TRAFFIC.

Method adopted by the great railways to encourage the building or working of light feeder lines.

Conclusions presented.

It is to the public interest that the great companies should give all desirable facilities, by every possible means, to feeder companies.

QUESTION XVII*b*.—RELAXATION OF NORMAL REQUIREMENTS FOR LIGHT RAILWAYS.

In the case of light railways, what relaxation can be made by the Government in its normal requirements for construction and working without risking the public safety?

The President (M. Leon Say) said that no conclusions could be arrived at on this question, because of the very different and special conditions which governed the various countries.

QUESTION IV.—CONSTRUCTION AND TESTS OF METALLIC BRIDGES.

(*a*) What are the quantites of metal used, and required to be used, in railway bridges, according to the regulations in force in different countries?
(*b*) What are the nature and value of the methods adopted by the different railway administrations for the original and the subsequent periodical testing of metal bridges?
(*c*) What is the real value of these tests, and can they be regarded as practical means of settling the actual state of repair and the margin of safety of the above-mentioned structures?

Conclusions presented.

1. The quantities of iron used, or to be used, for the construction of iron bridges are extremely variable, even apart from the conditions of span and height imposed on the engineer by local circumstances. For bridges of the same span the quantity of metal per metre of track varies so much that sometimes twice as much is required in one case as in the other, according to the prescribed loads, the limits of internal working strain assigned to the various parts, the system of construction adopted, and particularly according to the engineer who draws up the plans.

The general formula frequently submitted on the basis of very logical considerations for the purpose of calculating beforehand the weight of a bridge, are only applicable for designs of bridges drawn up for the same railway company or by the same engineer.

It is far preferable to prepare a statement of weights of a large number of bridges, and to proceed by way of comparison, or by way of "trial and error." The tables drawn up by the author might render useful service for this purpose. Nevertheless, the most efficacious comparison each engineer can make is that which is the outcome of his own designs.

2. The roads prescribed as regards rolling-stock are of greater importance for bridges of small span, in which exact loads are of far greater moment than dead weights and wind-pressure. It is the inverse in the case of bridges of large span, and when this amounts to about 330 feet (100 metres), and certainly when it exceeds 390 feet (120 metres), it is the two last influences which play the most important part in the calculations of resistances, which, in the case of exceptional spans, often assume an unexpected form.

Thus in the great arches of the Forth Bridge, with 1,710 feet (521 metres), our illustrious colleagues, Sir John Fowler and Sir Benjamin Baker, who prepared the plans, state that the load of two heavy coal trains does not exceed 5 per cent. of the dead weight.

QUESTION XII.—CARTAGE AND DELIVERY.

Organisation for the collection and delivery of goods and parcels consigned by railway.

Conclusions presented.

The sending of goods through the stations, and the delivery from house to house, when organised in a systematic manner should be considered as one of the elements properly so-called essential to good working.

If it is correct to state that the acceleration of goods traffic results in promoting a better use of the rolling-stock and of stations, it is equally correct to affirm that a carting service well organised and properly administered, or better still, directed by the railway companies themselves, will give analogous, and, to say the least, satisfactory results.

The Third Section admits, as far as various goods traffic is concerned, the best system of obtaining an efficient cartage and delivery service in large towns consists in doing this work with their own teams. For towns of less importance, a system of working by carrying agencies must be organised in accordance as far as possible with local conditions. It is fully recognised that free access to stations cannot be forbidden to private firms, but the organisation of a system of working by means of companies' teams and auxiliary collecting officers in the town will possess the great advantage of meeting the requirements of the service, while giving the fullest necessary facilities to the public.

QUESTION XV.—THE TWENTY-FOUR HOURS DAY.

Introduction in the time-tables of continuous reckoning from one to twenty-four hours, and of the division of the hour into 100 parts. Present state of the question. Partial adoption in different countries. Advantages to the public and to the railway service. Would the alteration of existing clocks be necessary, and, if so, how could it best be accomplished?

Conclusions presented.

The reckoning of the day from one to twenty-four hours offers great facilities for the organisation of railway services, and those administrations and countries which have already tried this system announce their complete satisfaction therewith, finding it of great advantage, whilst the public have become accustomed to its use without difficulty.

QUESTION

QUESTION XX.—BRAKES FOR LIGHT RAILWAYS.

Account of the different kind of brakes in use on light railways—their respective advantages, both from the technical and from the public safety kind of view.

Conclusions presented.

The question of economy should predominate in the construction and working of light railways with small traffic, and it was an essential condition for their development. The circumstances in which they were constructed were very variable. It was therefore impossible to draw up any definite conclusions as to the special brakes which should be used on light railways; it was a question which entirely depended upon circumstances.

Extracts from Report of Discussions.

International Railway Congress.—Section IV and Section V (sitting together). Wednesday, 3rd July, 1895.

MORNING SITTING.

Mr. Leon Say, President; M. Behrens, Vice-President; Baron de Fierlant, Secretary.

THE President opened the proceedings.

The HON. T. C. FARRER: Mr. Humphreys-Owen, who is a Reporter in his Section has, I am sorry to say, written a letter, saying that he will not be able to be present at this meeting. I have only written a note on the subject, and I hope you will excuse me for being very brief. Mr. Humpherys-Owen, who has taken a great interest in the subject, says in his letter:—"The sudden and quite unexpected dissolution of Parliament makes it imperative that I should stay in the country from now until the election for my constituency has taken place, which will probably be in about three weeks time. To my great regret, therefore, it will be impossible for me to attend any of the sittings of the Congress. I feel, however, that the subject which I have ventured to report upon will be most adequately dealt with by Mr. Meik." Unfortunately, Mr. Meik is not here either. (Laughter). I am not going to detain you here long, because, in the first place, I do not feel that I have the knowledge that the Reporters have on the subject; and, in the second place, I see on the platform here, Mr. Bryce, who is obliged to go soon, and I am perfectly certain that a few words from him will be worth a great deal more than anything that I can say. I was only asked, quite at the last moment, to make a note on the history of the question, and I found it exceedingly difficult to write the note, because the fact is that there are no light railways in England; and, indeed, the only lines that we have in the nature of light railways, as that expression is understood on the Continent of Europe, are such short and unimportant lines that there is really nothing to say about them. The question has been so well treated of at the various Committees and Conferences that have recently sat on the question in England, that, as far as English people go, there is really little or nothing to learn from them. But we have the enormous advantage at this International Conference of assistance from abroad, and I hope also from America, and we may, I think, be certain of learning a great many things with regard to cheap railways, or secondary railways—for I think the term "light railways," as I have said in my note, really has no very special meaning. I may say I am perfectly certain that the advantage of having foreign experience to guide us in an entirely new departure—for such it is—will be most valuable. The only thing I would remark, in conclusion, is to hope that we shall hear from others what the cost of such lines has been on the average. Of course, it is very difficult in a discussion with different figures and different classes of money, to go into such matters, but I have arranged here a table, which caused a good deal of trouble to get out in my note, showing what the smallest cost, as far as I can do so, of the cheapest lines in England has been, and, as far as I can make out, there has been no line at all constructed under about £1,500 a mile—that is to say, 13,000 francs a kilometre. That is the very cheapest of all. I am perfectly certain that both in the West of America and in European countries there are a great many lines which have been constructed much more cheaply. I do not think that I should detain you any longer, because, as I have said before, my note really was historical, and not constructive in any way, and I am perfectly sure that if Mr. Bryce will do us the honor of addressing us we shall find much more to learn from him, for Mr. Bryce has recently introduced a Bill into Parliament for facilitating the construction of light railways in this country.

MR. HENRY S. HAINES (American Railway Association): Mr. President and Gentlemen,—A desire has been expressed to the American Delegation that some of its members should be present at the deliberations of the Section, with especial reference to the subject which is now before you; and perhaps you will pardon me for saying that if by light railways is meant, as has just been stated by the gentleman who has just preceded me, secondary railways—railways of a character which will enable the traffic of a country which is light in quantity to be carried on profitably to the promoters of the enterprise—I think I may say that in no other part of the world has that lesson been taught on so grand a scale as in the United States of America; and I am paying no empty compliment to the gentlemen who are associated with me as the delegates from that country, when I say that it would be difficult to find there the same number of men better informed as to the practical details involved in the successful construction and management of railways of that character. With these few introductory remarks, I proceed to a brief consideration of some of the points contained in the report, on which our experience may perhaps somewhat aid your deliberations. I find that this paper (Question XVII *b*) refers especially to a certain condition of affairs that prevails in some parts of Great Britain. The paper refers especially to purely agricultural districts with facilities of transport only in so far as they are traversed by through lines connecting great centres of population and industry. The question, then, seems to be one as to the extent to which the regulations which now apply to the construction and management of railways in this country may be relaxed for the benefit of these purely agricultural districts, and I take it from connecting that question with the fact that these districts are traversed by through lines connecting great centres of population and industry, substantially by "light railways," is meant railways intended to serve as feeders for these through lines for the purpose of developing the interests of these purely agricultural territories. Now, gentlemen, if you will kindly turn to page 5 of this Report, you will find reference made to certain conditions, which, as I take it, seem to bear onerously upon this question of the construction and working

 of

of secondary railways. The conditions are stated as follows:—Reduction in gauge, in weight of permanent-way, in strength of rolling-stock, in simplification of signalling, in equipment of stations. I propose to touch lightly on each one of these considerations, which are evidently the practical considerations involved in this subject. As to reduction in gauge, I believe the battle of the gauges was fought in this country a good many years ago, and I can hardly consider that the experience which was acquired in this country at that time, and that which we have been able to add to it in the experience of the United States, would lead anyone to suggest that it would be an additional facility for the traffic of such a region to require as a preliminary that there should be a break of gauge wherever such a secondary line might have a junction with one of the great through lines referred to in this report. I wished to be very brief in my references to the point, but I have been requested to say a few words more as to this matter of a difference of gauge between the great through lines and the secondary lines. I lived in a part of the United States in which the gauge was 5 feet—the normal gauge in that country being 4 feet 8½ inches (the standard English gauge)—and after many years of the development of that 5-feet gauge, until it reached a mileage of 25,000 miles, the onerous burdens upon those railway companies, by reason of that break of gauge, led to the change of that whole system, and throughout the entire United States of America there now exists but one gauge. We went through the system of the meter gauge. I was myself the general manager of the system in which we undertook to do this very thing—to develop a region around us by the construction of light railways of 3-feet gauge, but we had to abandon it. We found it was incompatible with econony and with the best service for that territory. We had to abandon the 3-feet gauge, which is substantially the meter gauge, and make the gauge of those secondary branches conform to the gauge of our lines. Now, I will conclude my remarks on this matter of the reduction of gauge by saying that if the opinion of the railway managers of the United States of America can have any weight with those who desire to promote enterprise of this character in this country, whatever else they may do in their departure from existing standards, under no circumstances should there be permitted to be a difference between the gauge of the main thoroughfares of a country and that of its secondary lines. I believe that I will be sustained in that position by every railway manager of experience in our country. From the positive manner in which I have made this assertion with reference to uniformity of gauge, you will observe its application to the remarks which I now desire to make with reference to rolling-stock. If the secondary railway is to be of a different gauge from that of the main line, then that secondary railway must provide for the cost of its rolling-stock; whereas, if the gauge be the same as that of the main line, the owners of the secondary line need only provide for light locomotives to enable them to rely on its connection with the main line for waggons and carriages. Next, as to the weight of the permanent-way. Here it is, as it seems to me, that there should be a considerable relaxation in the requirements as to the manner of constructing the permanent-way, because in this connection you perceive that by the use of light locomotives you could have the one conform to the other, and, as to the waggons and carriages, they could pass from the main line to the secondary lines, and so avoid the cost of transfer by junction points. By the use of light locomotives you could have the permanent-way made of a much lighter character than your main line. And here, if you will permit me, I will refer to some peculiarities of our American practice. I would say that it is entirely practicable to utilise the rolling-stock of a main line. With the heaviest permanent-way in the United States, it is entirely practicable to use its rolling-stock on secondary lines laid with rails of not more than 50 lb. to the yard if those rails are of what is known in this country, I believe, as the Vignolle pattern; and it is entirely practicable to work such a railway with no other ballast than the ordinary sort if the line be well ditched. As to the equipment of stations, as that is a matter in which European practice differs very largely from American practice, I will not venture to offer a suggestion. I now come to the point which I appreciate as being of all the most sensitive one to be touched upon in a meeting of this character. I refer to the simplification of signalling. As it is a matter which involves much practical detail that is being considered in another section of this Congress by gentlemen who are much better qualified than I am to deal with it, I will pass that over with but one reference to it. I will simply say that it is entirely practicable, and the experience of all our railway companies in the United States sustains me in the assertion, that it is entirely practicable, to operate such a line as I have in contemplation in my remarks—that is, a line with two or three passenger-trains each way a day, perhaps a mixed train—it is entirely practicable to operate them without fixed signals, without staffs and tablets; it is entirely practicable to operate them satisfactorily and safely with the American system of despatching trains by telegraph. Now I have only to say, in conclusion, that if any of the gentlemen present would desire to make any further inquiries as to the details of the several points upon which I have touched, there are members of our delegation here who are entirely familiar with every detail of this question, and who will take great pleasure in responding to any definite inquiries that may be made as to any particular points. I have just been asked to add one word more as to the cost of railway-lines of the character to which I have referred. I may say that railways of that character are constructed in the United States at a cost varying between 10,000 and 20,000 dollars per mile, entirely including all cost of construction, as well as equipment. I would only desire to qualify that statement with the condition that the cost of the right-of-way—that is, the purchase of the land—is with us nominal, and that the station-buildings are, of course, of a very economical character (Applause).

The Right Hon. James Bryce: M. Leon Say and Gentlemen,—I will not detain you long, because I am very sensible of the practical character of this discussion, of which we have had such a model given to us in the address to which we have just listened with so much pleasure and profit from Mr. Haines. I am very sensible, also, that your time is valuable, and that the time occupied is lengthened necessarily by the results of an unfortunate event which happened some thousands of years ago at the Tower of Babel, which makes it necessary for twice the time to be spent upon listening to the speeches which are made, although that difficulty is lessened, as far as possible, by the very clear and happy, and exact translations which have been given of what is said in English (Hear, hear, and applause). Gentlemen, we are very much obliged, I am sure, to Mr. Haines, and we shall have similar cause for gratitude to the other gentlemen who are to address you, for giving us practical suggestions with regard to the conditions under which light or cheap railways may best be made. In England we are still in the infancy of this question. It had been my hope to have succeeded in getting a measure through Parliament this year which would put the question in a practical state, and which would have enabled railway companies, and probably in many cases private companies also, to have undertaken to supply England with those cheaper means of communication of which she stands at present so greatly in need. The question, I have no doubt, is only adjourned till a future session of Parliament, but meanwhile such practical advice as the

the delegates from the Continent of Europe and the United States of America, and from our Colonies (and I am glad to see here two distinguished Colonial representatives in the persons of Sir Charles Tupper and Mr. Eddy) can give us will be of very great service. Now, I will say as regards England, we have two things to do in order to make light railways practicable in this country—that is to say, in order to induce Parliament to pass the kind of measure that is needed, and to induce public opinion to allow the Board of Trade to facilitate the construction of these lines: the one is to prove the utility of light railways, and the other is to disarm popular suspicion as regards relaxation of the requirements which have been hitherto imposed. As regards utility, what we have to do is to show that railways can be made cheap; to show that the railways can be made to serve agriculture, and, I will not say to remove, but at any rate, to some extent, to lessen and mitigate the difficulties under which our agriculturists labour in carrying their produce to market; and, further, we have got to show, if possible, that the evils which result from the aggregation of our population in enormous centres of industry, such as our great cities, may be relieved and mitigated by enabling many of our industries to be carried on in small towns or even in villages, so as to relieve the population of those cities and to stimulate the prosperity of those agricultural districts which are at present suffering from the general depression of agriculture. With regard to the last point, gentlemen, the suspicions and alarms entertained by the public, it would be very interesting to learn, and very helpful to us to learn, what the experience of the United States of America, and of the great countries of Continental Europe, in which light railways have been introduced, has been as regards dispensing with those severe conditions imposed in the interest of the public safety, which legislation and the practice of the Executive Government have made us impose in England. If, for instance, your experience on the Continent of Europe, and the experience of the United States, enables us to say that the relaxation of requirements as regards fencing, as regards the erection of bridges, as regards the keeping of men at level-crossings, as regards the construction of the permanent-way and of bridges, as regards the requirements of stations and the number of men employed at them, has not been followed by any substantial increase of risk to the public, our position will be very greatly strengthened, and I am full of hope, judging especially from what I know of the United States, that that experience from the United States and from the Continent of Europe, will be forthcoming, and will strengthen our hand in this matter. As regards the remarks which Mr. Haines has made, I should just like to say a very few words. Mr. Haines referred to the question of gauge. I agree, of course, so far as I can venture from the little reading I have had on the subject, with Mr. Haines' remarks as regards the general advantages of not having a break of gauge, and from what Mr. Haines has said with regard to the United States, I am glad to hear that the other gauges are given up altogether. I was not aware that they were given up upon the railways in Colorado and Rio Grande, and the south parts of the city, but I can confirm its advantages from the experience of India. In India, I think the general opinion now is, that a mistake was made in constructing a railroad which has now practically become a trunk-line, namely, the Great Southern Mahratta Railway, upon a narrow gauge, and it is thought that it would have conduced more to the developing of the system if the normal gauge had been adhered to, except in the case of some minor lines about which it was clear that they never could be anything more than branches and feeders. At the same time, I should hardly like, as regards England, to go so far as Mr. Haines has gone in saying that narrow-gauge lines should be prohibited. I am inclined to think, if I may venture to express an opinion, that our safe policy in England is to lay down no absolute rule upon this subject; but while recognising the great advantages of a uniform gauge with a view to the transfer of the rolling-stock of the branch lines, and in that way the avoidance of transhipment, at the same time to leave it free in any particular case in which special considerations can be shown either to a railway company or to a private company to propose to construct a narrow-gauge line. With regard to Mr. Haines' observations upon permanent-way, I think we shall find them very interesting and valuable. I am struck by the distinction which he has drawn between the case of the light locomotive, and the light rolling-stock. As regards the telegraph, I do not feel quite sure that public opinion in England would allow us to work a line on the system of starting trains by telegraph, as appears to be done in the United States. That is a matter which our experience seems to render a little difficult and doubtful, but we shall be glad to have further light upon the matter. Then, I will also say that the figures he has given us about the construction of railways are encouraging, and not least so from this fact, that the cost of materials in the United States is, I take it, greater than in England, and that the price of labour, as a rule, is higher. Therefore, his figures as regards construction are encouraging for us. As regards the purchase price of land, which he says in America is practically nominal, we have good reasons to hope that when we enter upon the construction of light railways in this country their benefit will be seen to be so great to agricultural districts that the land will be given at a comparatively low price in many cases by the proprietors. We have already received assurances from very many parts of the country, that the land will be had at a much lower price than the price at which the great Railway Companies have had hitherto to purchase it. In conclusion, gentlemen, I have only to say to the English delegates who are here present that they may rely upon it that the importance of this subject will not be lost sight of at the Board of Trade. Although I have no longer any right to speak officially for that Department, I have seen enough of the interest which is taken in the question by the permanent officials there, and certainly not least by the gentleman who is at the head of the permanent Department of the Board of Trade—that is, my friend Sir Courtenay Boyle, who is beside me—to feel quite sure that this subject will continue to engage the earnest and sympathetic attention of the Board of Trade, and that everything that can be done to forward it will be done. I may say also to the gentleman who has just spoken, Mr. Haines, and to the other gentlemen who are going to speak, and to the other delegates present, that we feel sure that such information as you are able to give us, drawn from the experience of your own countries, will be of the greatest possible service to us in dealing with the points in which the existence and labours of this Congress will be most thoroughly seen and felt in this country, and that we shall be very grateful to you for whatever information, either now or afterwards, you can favour us with, as enabling us to base our conclusions, our hopes, and our proposals, not upon theory, but upon the solid basis of your knowledge and experience. In saying that, I have to express my sincere thanks to you for your presence, and for the help which you are giving us. (Loud applause.)

Mr. Edward Miller Gard Eddy (New South Wales Government Railways): M. Leon Say and Gentlemen,—The question of constructing cheaper railways than those which we have had in the past has occupied the attention of Australia to a very considerable extent during the past few years. Mr. Haines has said that he thought the battle of the gauges had been fought out in England several years ago

ago and finally settled, but it is not so. It is continually arising, and efforts are made to introduce narrower-gauge lines than the standard gauge. Therefore, to avoid the great disadvantage of a break of gauge, we had seriously to consider how we could maintain the standard gauge and still effect the great object in view of getting much cheaper railways. We therefore, in New South Wales, advocated the construction of what we term pioneer lines—that is, lines capable of doing all the work necessary in opening up the country, and which should be yet capable of carrying trains at a fair rate of speed. At the present time there are under construction, or about to be constructed, 200 or 300 miles of lines such as I describe. Mr. Haines has said that he thought rails of 50-lb. weight would be sufficient for the work of the permanent-way, but we all know that railway traffic is a traffic that you cannot forecast for any number of years to come. We can get rails in England now for about £3 12s. 6d. a ton, and the question of 10 lb. more or less to the yard has very little bearing on the cost, and my own personal feeling is that the worst possible economy is to try to take the money out of the weight of rail. We have therefore contended not to have a lighter rail than a rail of 60 lb. to the yard of the Vignolle section. That rail of 60 lb. to the yard will carry some of your ordinary light locomotives and the present rolling-stock, because I feel sure that you can put 12 tons 10 cwt. upon a pair of wheels running upon a 60-lb. steel rail. With regard to the permanent-way generally, we have provided for putting about 3 to 6 inches of ballast under the sleepers; but the earth roads of America are most interesting. We have had them specially investigated, and find that, with proper attention to drainage, trains are running at 50 and 60 miles an hour, drawn by heavy locomotives over these earth railways in the United States, and I think we should all be very much indebted to the American representatives if they would describe more in detail the construction of those lines, because I can assure you it is most interesting to see what work can be done upon these comparatively simple railways. Perhaps you would like me to give you a little more detailed information as to the cost of the pioneer lines. In a line costing £2,000 per mile, including necessary station-building, the provision is about £470 per mile for earth-works, box-drains, bridges, cattle-stops, level-crossings, and necessary fencing round the stations. We do not propose to fence the line throughout its whole length, but only in connection with the villages and towns. Rails have, of course, cost us more than they cost here, because of the long carriage. They amount to about £530 mile. Sleepers have averaged eleven to 30 feet of rail, and our cost and yours does not differ very much, we debiting about 2s. 9d. per sleeper. The cost of the ballast and sleepers and the laying of the road is about £667. As regards station accommodation, that is very simple. No platforms are provided. There is simply a section made above the rail level for the passengers to alight upon from carriages of the American type, with steps at the rear, so that they can land comfortably on to the level of the line practically. The accommodation for passengers in the way of waiting-sheds is simple, but there is provision for males and females and shelter from the weather, and at the end of the line a simple cover of corrugated iron for the locomotives. In regard to signalling, I would not like to go so far as our friend Mr. Haines has gone in saying that we should work the line by telegraph, but the introduction of the electrical staff does enable a line to be worked very cheaply, because the traffic is not heavy. It is not necessary, as was explained in the other Section, to put up independent wires. You can work the staff or tablet on the ordinary speaking wire; and there again economy of staff will come in, because a highly-trained man who is necessary for speaking on the telegraph instruments and arranging the traffic is not necessary if you put in the telephone in conjunction with the electrical staff. Then, again, the existence of the staff or tablet system enables you to open intermediate sidings and platforms without signals. You have the security in your staff and tablet. We find also that we can render great accommodation to residents who congregate in different parts of the line, where there is not sufficient traffic to justify the creating of a station in its ordinary sense with a staff of employees, by putting up a platform and letting the people show a signal to the approaching drivers when the train will call and take up passengers, and luggage, and parcels, the passengers and luggage being booked at the adjoining railway station. It is an immense convenience in a poor country, and it costs the railway company practically nothing to give that accommodation. In connection with the cheapening of working, also, there are practices abroad that do not obtain in England—that is, with regard to level crossings. There is no great pressure for overhead bridges or subways in the country districts. No inconvenience arises to the public if proper attention is given by the station staff to the gates where gates exist; but very largely in the colonies and America, level-crossing gatekeepers have been abolished, and there are pits and wire-crossing cattle-stops to prevent cattle straying on the line, and the public therefore, unless a train is passing, can cross the railway with the greatest freedom, and there is no cost falling on the railway from having to pay for attendance at these crossings. Those crossings are universal in America and New Zealand and in other countries. There is another point that has agitated the railway world very much of late years, and that is the question of mixed trains. Perhaps it would be well to give my experience of mixed trains, and perhaps our American friends will do likewise with regard to their experience. Of course, in a new country with long stretches of line—with branches perhaps 100 or 200 miles long—there is little traffic, and it is necessary to work the traffic by trains carrying both goods and passengers, and the practice has been carried out of conveying the trucks in front of the carriages. It is most rare for an accident to happen, while it is an immense convenience to the public to have the use of those mixed trains. Now I think there are no more points that occur to me in connection with this subject, but I should be very glad indeed to give any information with regard to the working of our lines if any gentleman later on would like to ask for it.

Sir Charles Tupper (High Commissioner of the Dominion of Canada): I believe that the interesting and important discussion to which we have listened this morning will have brought us all to the conclusion that no more important or interesting subject will be submitted to the deliberation of this great International Conference than the one that is occupying your attention. I may be permitted perhaps to say that with regard to the question of light railways or auxiliary railways, as they may perhaps be termed, the attention of this country has been drawn to the great importance of furnishing cheaper facilities for the transmission of freights and passengers than exists under the ordinary lines. I am quite certain that we will all agree that this question must to a certain extent be modified by the conditions of the country in which it is taken up, but I feel that the experience of different countries brought together in the outset and brought to bear upon the best mode of dealing with this important subject cannot possibly be overrated. Representing as I do the dominion of Canada, which I believe I am safe in saying possesses a larger extent of railway mileage than certainly any other portion of the British Empire in proportion to its population, and having for some years had the honor of occupying the position of Minister of Railways and of Canals in that country, I am glad to be able to confirm in the

the most emphatic manner the clear and succinct statements made by Mr. Haines, who has brought to the discussion of this question the advantage of his great experience in the great Republic of the United States of America. I may say that Canada has passed through a similar experience, and I may mention here that usually railways are constructed for the purpose of affording facilities for the commerce of the country and the portion of the country to which they are extended. But in Canada that has not been the case. In Canada we have not provided railways for the purpose of handling the traffic and affording the inter-communication which is usually demanded, but we have constructed railways for the purpose of creating the traffic and creating the inter-communication. In Canada, which, as you know, extends from the Atlantic to the Pacific Ocean, with a sparse population, we found it absolutely necessary to provide the means of inter-communication between the various provinces from the Atlantic to the Pacific Ocean in advance of any necessities demanded by the traffic. I mention this because if there is any country in the world in which it was desirable to take advantage of the cheapest mode of furnishing the inter-communication it certainly was Canada. Now, when we were opening up some millions of acres of land between the Red River and the foot of the Rocky Mountains, in Manitoba and British Columbia, without settlement and without population, and that, too, only for the purpose of creating the settlement of the country and bringing in population, you will not be surprised to learn that attempts were made, by narrowing the gauge, and by cheapening the construction of lines, to obtain this communication at a smaller cost. The Government of Canada constructed the intercolonial railway from Halifax, on the Atlantic, to the City of Quebec, on the St. Lawrence, and they were afterwards obliged, at a large cost, to change the gauge of that line, in order to adopt the continental gauge of the great Republic of the United States; so that that which we found in the outset was perhaps a little more expensive, we found ultimately to be practicably the most economical mode of dealing with the subject. (Applause). In the province of Ontario a number of railways were constructed on the 3½-feet gauge, and those have been changed. On those lines they found that instead of promoting an absolute economy they were suffering largely from not having adopted the continental gauge which existed in the rest of Canada and the United States, and the result was that a large expenditure had to be incurred to change those lines after their original construction. In the north-west of Canada a line of railway was constructed to the Lethbridge Mines, some 100 miles in extent, and connecting valuable coal-mines with the Pacific Railway, and all that has required to be changed, and that, too, at the cost of a much larger expenditure than would have been involved in the first instance; so that I am prepared, from the experience of Canada, and from my own personal observation, to confirm in the most emphatic manner the statements that Mr. Haines has made—that is, that there is no economy in narrowing the gauge of railways, except it be in such a case as that of Prince Edward Island (the only portion of Canada where the narrow-gauge line is to be found), limited to a small island, which has no communication with other trunk lines of railway. I have, as Minister of Railways, had the pleasure of travelling over a large portion of the United States of America, as well as throughout the Canadian lines of railway, in my own car, thus showing the enormous advantage as regards inter-communication of having a standard gauge of railways by which communication can take place. The moment that you strike a narrow-gauge line of railway you find the cost of transferring your traffic to other lines such as to make it a more expensive instead of a less expensive mode of securing railway construction (applause), and I am quite satisfied that the experience that has been furnished to-day will have a large effect—a great effect, certainly, on the public mind of this country—as to the inadvisability of adopting a narrow-gauge line on any railway because in the outset it can he constructed a little more cheaply. Mr. Haines has mentioned the fact that if you construct a narrow-gauge line of railway you must construct your rolling-stock for that railway, but with an auxiliary line of railway, without a heavy traffic, you can construct your road so that it can be operated by the trunk lines of railways whose rolling-stock will pass readily over it from end to end. I am inclined to think that, with the present low cost of rails in this country, it will not be found necessary to adopt what otherwise would be a very valuable expedient—that is, the expedient of having a very light rail. You all know, and every person connected with the construction of railways knows, that you can obtain rails for a nominal price, we may almost say, in the present day, compared with what they were a few days ago; but it is quite true, as Mr. Haines stated, that you can send even rolling-stock of a heavy description over these light rails without materially injuring the road, because you are not obliged to use the same speed upon that. I refer to the fact that in Canada (and I think the same thing has occurred to a certain extent in the United States of America) we construct lines of railway for the purpose of creating traffic, and I can give you no better illustration of how completely that important object is attained than by stating the fact when I, as Minister of Railways, in 1880, signed a contract on behalf of the Government of Canada for the construction of a transcontinental line of railway to the Pacific Ocean, there were between the two termini, from the commencement of that line in Ontario to its termination, only one village to a population of 400,000 people? It was constructed through a trackless desert, and yet that great work was accomplished by the comparatively small population of Canada in a shorter time than any work of similar magnitude has ever been constructed in any part of the world, and with this result—that, opening up a country occupied by savages and buffaloes to a large extent, this line of railway thus constructed in advance of any population, or requirements of traffic, or inter-communication, in five years afterwards had a revenue of over 20,000,000 dollars. I give that as an indication of the creation of traffic through the construction of a railway. Of course, we have certainly not been obliged to go in Canada to the great expense that has attended the construction of railways in this country, owing to the fact that the people are only too happy to give the land for it, when it does not go through the Government land, for the purpose of securing railway communication. I am sure that (speaking against the luncheon hour as I am) after listening to the address of Mr. Haines, and after listening to the instructive and admirable remarks of Mr. Bryce on this occasion, supplemented as they have been by the representative of New South Wales, who I think will bear me out in the statement—I hope he will—that one of the greatest misfortunes that affects the great Australian Colonies to-day is that the railways are not of one gauge, and that they cannot pass their traffic from one to the other freely. I do think that the time is coming when I trust a Confederate Australasia will remove that obstacle so that they may have that free intercourse for traffic and for inter-communication that is so much to be desired. I have been anticipated to a large extent by the able address to which you have just listened, and I do not feel it necessary that I should detain you any longer this morning. (Loud applause).

Mr. Farrer: Gentlemen, the President desires me to say to the English members that the sitting will be resumed at 10 o'clock precisely to-morrow morning.

International Railway Congress.—Sections II and III.—Friday, 5th July, 1895.

MORNING SITTING.

Officers of the Section:—M. Stanislas Kerbedz, President; M. Louis Theodore Kossuth; M. Sauvage; M. de Freminville; M. E. R. Dolby, C.E.

Acceleration of the Transport of Goods.

The PRESIDENT: Gentlemen,—We have to discuss to-day the question of the acceleration of the transport of merchandise. Mr. Lambert has prepared a report upon the subject, and he will now address the meeting.

(Mr. Lambert and a number of representatives from the Continent spoke).

The PRESIDENT: Is there any gentlemen present who can give us some information about what has been done in the south. There has been no speaker from an English railway up to this moment, except Mr. Lambert, with regard to the acceleration of the goods service. If there is any American or English gentleman present who can give us any information upon those points it will be very interesting to us.

Mr. LAMBERT: Will Mr. Eddy give us the benefit of his experience?

Mr. E. M. G. EDDY: Mr. President and Gentlemen,—I did not think of speaking upon the subject, but I shall have much pleasure in giving my experience in working traffic in general, both in England and Australia, also in regard to more powerful engines being employed in the working of the traffic. Speaking generally with regard to the passing of traffic along the lines of railway, there cannot be too much attention paid, in my opinion, to collecting the through traffic, and giving the trains the longest possible runs without intermediate stops for any but locomotive purposes. Then, again, arrangements should be made at those big depôts where the trains have occasion to call, so that the engines can be changed, or can take their water, quite independently of the work that is going on in the marshalling sidings in preparing the traffic for other trains. Then at those intermediate depôts at which the through trains call, the traffic that has to go on with the through trains should have been put in to proper marshalled order, in accordance with the marshalling of the through train, and every man should be in possession of the printed rules for the marshalling of the through traffic, so that a space of only five or ten minutes should be occupied in attaching to a through train, and detaching from that train, perhaps the traffic which has to be exchanged at the station. Then, in regard to the subsidiary trains that have to run into the important junctions so as to fit into and take traffic from the through trains, the reception roads should be ample, in order to enable them also to be dealt with free from the working of the shunting engines that should do all the work that is possible to be done free from the trains' engines. Well, of course at the big junctions, all those who have been interested in the working of the traffic know that it is always liable to great congestion, particularly in times of fog, and, for many years past, considerable attention has been paid to putting in relief lines for 2 or 3 miles approaching the important junctions, so that the trains that have to do the work may draw free from the passenger and through lines, and so admit of the through traffic passing with fair rapidity. But then, beyond that, it is almost equally important to have relief lines going out from those large stations, because after the work with the trains has been completed in the yards, the probability is that important passenger trains have not passed, and they may be blocking the line for a period of twenty minutes or half an hour, and the yard and other work that might be going on is stopped, and everything is standing, but if the trains that are completed can draw away, and wait a mile away from the yard, then the work in the yard is considerably relieved and everything works smoothly. It is also a most important thing that the shunters and foremen and the signalmen should have most perfect telegraphic arrangements in regard to the running of the important trains, and for inter-communication with each other, and the introduction of the telephone does enable the men in all parts of the yard to be fully apprised of what is going on with respect to the running. Then, again, with regard to the lighting of these big yards, I have found that it has been of very material advantage, not only in accelerating the traffic, but also in reducing the risk to the lives and limbs of the working staff, and the electric light is now so comparatively cheap that I am quite sure, from the financial point of view, it is to the advantage of all railway administrations to light up all their important yards in the most perfect manner. Then, with regard to refuge sidings, I have often found that, because it is cheaper to double or treble the refuge siding accommodation at certain points, the great loss of time by the trains standing has been lost sight of, whereas if the refuge sidings were laid out in a scientific manner, so as to permit of the trains getting into their refuge at the last possible moment in front of the through fast trains, great acceleration of the trains would arise. On the other hand, take the refuge accommodation for three or four or five trains at one point, if the loss of time between the arrival of the first train into the siding, and the departure of the last train that will go out of that siding again, is considered it will be found that the continual daily loss will pay for a large capital expenditure. With regard to haulage power, which, I feel sure, the railway companies in England will have to consider seriously before long, because they appear to be pressed on all sides (traders want reduced rates, and the staff want shorter hours and greater pay, and the shareholders cannot afford to take less dividends), the haulage power has not been augmented in England, I think, so much as it has been in America and other countries. The duplications in America have also been made to a large extent for the purpose of putting on one side on the goods lines heavy trains These trains have been increased in length, and they run along on those unimportant lines at a slow rate of speed, and so the locomotive is made to do a very much larger amount of work than was possible when the trains had to be continually shunted out of the way for the fast traffic to pass. In New South Wales we have largely increased the motive-power of late years. The grades in that country are very severe. Unfortunately, on the main trunk lines, close to the capital, the grades are heavier than in the more distant parts of the country. The ruling grade on the main lines for nearly 300 miles in all directions is 1 in 40, 1 in 30, and 1 in 33. The expresses were formerly worked by two engines; they are now worked in nearly all cases by one—six wheels coupled, ten wheels express engines. Of course the expenses are very material there, wages, &c., being so high, and the money saving has been great. In dealing with the merchandise traffic you will see that on the single lines their short trains of sixteen and eighteen waggons, which was formerly the maximum load, would block the line materially, but by increasing the locomotive power we frequently see now trains going up 1 in 30 grades, with thirty-six waggons behind the engine. A goods engine of the new description will take, on a grade of 1 in 75, 615 tons at 12 miles an hour; on a grade of 1 in 100, 700 tons at 15 miles an hour; and on a grade of 1 in 150, 750 tons at 18 miles an hour. Well, trains like that, I am sure, would very enormously change the working

working expenses on the English railways. You would not care to have speeds like that for your fast merchandise traffic, but there is such an enormous amount of heavy traffic that 18 miles an hour and 15 miles an hour would suit, that I am quite sure it is well worth the while of railway administrators here to consider the question, and if they cannot carry out the altered system of working on the whole of their lines, then they may be able to do it on special sections and with special classes of traffic.

The PRESIDENT: Is the speed required for the engine the actual speed or the commercial speed?

Mr. EDDY: The actual speed run.

International Railway Congress.—Section III (Traffic).—Tuesday, 2nd July, 1895.

MORNING SITTING.

President, M. Kerbedz (Chemin de fer de Vladicaucase, Russia.) Secretary, M. Victor Gerard.

The PRESIDENT: I should like to know whether any other gentleman can throw any further light on this disputed question of marshalling.

Mr. E. M. G. EDDY (New South Wales Government Railways): Mr. President, I think our thanks are due to Mr. Turner and his co-reporter for the very able papers they have laid before us, but there are two or three points I would like to see emphasised in connection with the working. In speaking of the shunting-yards Mr. Turner referred incidentally to the reception lines. These reception lines are a most important factor in dealing with traffic economically—that is, when you have plenty of reception lines you can release your train engines and men promptly, and get to the work of dealing with the waggons as opportunity presents itself. Without ample reception lines the blocking of trains and the consequent long hours for the men becomes very serious. Then again in dealing with big waggons, which you referred to just now, in New South Wales we have introduced a large number of cars of 22 and 23 tons carrying capacity with 10 tons tare. There is no difficulty in marshalling them beyond the fact that the greater weight requires of course more care on the part of the shunters. Some years ago, in England, when we first introduced the large passenger carriages, the shunters used to send them down the roads at the same speed as the old carriages, with the result that the buffers were damaged. The men, however, soon became educated to the necessity of using greater care. The marshalling is only a question of care, and I do think that England will eventually come to use waggons of greater capacity than is the case to-day. Of course I know what English competition is, and to what extent waggons are run about with loads of a 1 ton and 25 cwt., but there must be ways in which this question may be dealt with, and so enable larger waggons to be used. An equally important question is that of the haulage power of the locomotive, and I have been much impressed on this visit to see how little advantage has been taken of the duplicated lines to increase the weight of the goods and coal trains. In America, where the lines have been duplicated, advantage has been taken of the separating of the traffic to increase the weight of the freight trains enormously, and these trains travel along at a slow rate of speed, the fast traffic passing along on the adjoining lines. This question is one of great importance, and I may mention that in New South Wales, by increasing the power of the locomotives and cutting out a few bad grades, although it is a comparatively small system, with a revenue of about £3,000,000 per annum, a saving of over £100,000 a year has been effected. This being so, how large a saving could be brought about in England with its enormous revenue, if a similar policy were adopted. The system of marshalling by gravitation is naturally the most efficient and economical way of doing the work, but you must remember that nature comes into the question, and unless the formation of the ground is favourable, the cost of laying out the sidings would be almost prohibitive. If, however, you can get nature to assist you in the formation of the land, there is no doubt no wiser nor better method of marshalling the trains can be adopted. There is one other point that I think deserves most serious consideration—that is, the better lighting of all yards. Progress has been made of late years in that direction, but still I think a very great deal more remains to be done in the interests of the companies, both from an economical standpoint and also with regard to the safety of the men. In all the important yards that have come under the control of my Commission, we have provided electric light, and it has facilitated the work enormously, and I am very glad to say that we have few accidents now compared with formerly. It is a point which deserves most serious consideration. Then shunting-poles, both in the interests of the men and for dealing with the traffic, I think should also receive our serious consideration. The men formerly had a great objection to using them, and it was only by forcing them on the men that they were induced to use them. Now, I believe they have begun to see for themselves that in their own interests these poles should be supplied and used.

Mr. TURNER: You say you think the heavy waggons will come into practice in this country. Do you think that, after your experience of English traffic?

Mr. EDDY: I am sure that a large quantity of the special traffic could be dealt with by big waggons. It would give more trouble perhaps in the arrangement of the waggons, but it could be done to a considerable extent.

THE PRESIDENT said that Mr. Richter had suggested that they should use for shunting, steam, or electric, or hydraulic power, so that they could get the power on to each truck by means of a chain or rope. We have now, gentlemen, to join Section 2 in the large hall. This discussion will be continued to-morrow, and I trust that other gentlemen will be able to give us the advantage of their information.

Opening of the International Railway Congress, Imperial Institute, London, 26th June, 1895.

HIS ROYAL HIGHNESS THE PRINCE OF WALES (Honorary President) said: Gentlemen,—I have to discharge to-day the very pleasing and the very important duty of declaring open the Fifth International Railway Congress. I fulfil this duty on behalf of the Queen, who takes the greatest interest in the discussion of matters so closely affecting the welfare of her dominions. I do so on my own behalf, being glad of the opportunity of expressing my deep appreciation to the railway authorities, both at home and abroad, for their unfailing courtesy, and for the facilities which they have invariably afforded me on the occasion of my many journeys; and I perform it finally in the name of the great railway companies of this country, which are governed by a body of gentlemen of the highest ability and skill, who have asked me to be their spokesman on this occasion. I welcome to England—the birth-place of railways—the delegates from the Continental States, and representatives, I think, for the first time in the history of these

these congresses, from the two continents of America. (Applause.) Nearly seventy years ago the first railway that was constructed in the world—that between Stockton and Darlington—was opened. Five years later—in 1830—under circumstances of the most tragic kind, the first railway constructed under Parliamentary powers, and by money publicly subscribed, was inaugurated for passenger traffic between Manchester and Liverpool, and a ceremony of great interest and of greater promise was marred by the lamentable accident which led to the death of Mr. Huskisson. In the sixty years which have since elapsed, the development of railways has progressed throughout the world, and we have fitly met here to-day to show our interest in that celebrated industry which, probably more than any other, has enhanced the wealth and fostered the commerce of the world, and has tended to promote international friendship and universal goodwill. (Cheers.) The Railway Congress had its origin in 1885, when a number of leading railway men met in Brussels to celebrate the jubilee of the Belgian railways. Congresses have since been held in Milan in 1887, and in Paris in 1889, and the last congress, which assembled in St. Petersburg, in 1892, was made memorable by the splendid hospitality and great encouragement given to it by the late lamented Emperor of Russia. (Applause.) Gentlemen, I fear that we cannot promise you the beauty of Italy, the gaiety of Paris, or the magnificent reception which was accorded to you on the last occasion upon which you met; but we can show you in Manchester, Liverpool, Cardiff, and Crewe, great centres of industry, from which I hope you will be able to derive useful knowledge, and in which you will be able also to see examples of the most beneficial work. I venture to say this, even to our friends from the United States (a country which owns nearly half the railway mileage of the world), as well as to the representatives of India and our colonies, who have helped forward the work of railway development with a speed and a success which I think deserve the utmost commendation. (Applause.) The programme of discussion, interesting as it is to those who, like yourselves, know how to appreciate technical details, will be of interest likewise to the public. You will be asked to consider not only the acceleration of passenger trains, but the means of promoting the comfort of passengers by the use of vestibule or corridor cars, and by improved methods of heating and lighting. You will also be asked to consider arrangements for adding to the safety of the travelling public in such matters as signalling, interlocking, and the security of bridges. Electrical traction will present a field for your inquiries—as yet comparatively unexplored—and on the subject of light railways you will be able to give us information on a question which is of growing interest in this country, and in the discussion of which our Parliament is at present engaged. To all these subjects you will bring not only profound knowledge, but a desire, I am sure, to exchange information which must be of advantage to all who take part in your discussions. Let me, in conclusion, once more welcome you on behalf of the Sovereign, the railway companies, and myself, and express the earnest hope that this Congress may be the means, not only of extending scientific and technical knowledge, but of founding also many pleasant and enduring friendships which will be valued in years to come. (Loud and prolonged applause.)

Mr. Dubois: It was with great satisfaction and absolute confidence that the Commission began the preparations for the fifth session. The Commission at once found its task greatly lightened by the energetic, unselfish, and generous support given by the local organising Committee which was appointed by the English Railway Companies Association, and composed of some of its most influential members. The local Committee was completed by a representative of the Board of Trade, and it appointed as its Secretary the author of works on the Railways of England and Scotland, which every railway man knows and values. The Committee, profiting by the lesson of experience, and conforming to the wishes which have been generally expressed, has restricted the number of questions for discussion on this occasion beyond what has been the case heretofore. The carefully considered reports contributed by specialists of acknowledged competence will, accordingly, receive the most exhaustive discussion which their subject may require. They will furnish, we venture to hope, important contributions to the solution of numerous and complex problems which arise in the construction and working of railways. Among the questions which deserve special attention I will mention the following:—The strengthening of the permanent-way, the construction of iron bridges, express locomotives, electric traction, signals, methods of station working, international rules for the settlement of claims, the universal adoption of the decimal system, the encouragement of light railways, the methods of subsidising their construction. Thus the London meeting will have been as fruitful as its predecessors at Brussels and Milan, at Paris and St. Petersburg, and we venture to hope that in closing our report we shall be justified in writing this epitaph upon it:—"By ten years of effort, of zealous, methodical, and persevering work, the Railway Congress has justified its existence and proved its vitality. It has to-day its recognised and honored position among those useful institutions which serve the cause of progress and civilisation. It will live. It is indestructible."

Mr. Bryce, M.P. (President of the Board of Trade): His Royal Highness has said all that need be said to express the sentiment of sympathy and interest with which those who in this country are aware of the great importance of railway questions view and will follow the deliberations of this Congress. We recognise not only the interests but the value to ourselves, and to other countries not less, of gatherings of this nature—gatherings of experts, where the fullest knowledge is brought together, and where the results of the ripest experience, gained under a variety of conditions, are interchanged. To the foreign delegates who are here present I will venture to say that, so far as Her Majesty's Government can (and this I will venture to say on behalf of whoever may occupy the position of President of the Board of Trade), Her Majesty's Government will do its best to make their visit both pleasant and profitable.

Closing Ceremony, International Railway Congress, Imperial Institute, London, 9 July, 1895.

Lord Stalbridge, Chairman of the London and North-Western Railway and President of the Congress: Gentlemen,—The moment has now arrived when it is my duty to announce to you that the Fifth Session is about to be closed. To us Englishmen it has been a labour of love; to you it has been a time of work; but at the same time I feel sure that your labours will be thoroughly appreciated in the future. As I have had an opportunity of listening to the reports, at all events when they came before the *séance plénière*, and I have also had an opportunity of visiting some of the Sections whilst they were in session, I feel certain that your labours at this Congress will be no less famous for the skill and care with which all questions have been debated than they have in previous Congresses, and amongst other benefits which will accrue from the result of your labours, I think there is one in particular to which I would wish

wish to call your attention. It is this—that we railway companies in all countries are often accused of sacrificing everything for gain, and neglecting the safety of the public; but when the public read the reports of the conclusions arrived at, and also read the debates which have taken place in the various Sections, they will there see plainly that the main object which has always been kept before those skilled gentlemen who deal with railways, and the one object which they have in view, is the safety and security of the public, and not less of their own employees. It is inevitable that in such work as railway work there must be accidents. Unfortunately, our employees get bold by experience, and in their efforts to expedite the work they are apt to take risks which we, the managers, would gladly see avoided; but at the same time we (I speak for all of you—every railway company in the world) do everything in our power to reduce the risk of danger to life and limb of our employees to a minimum as far as lies in our power. Little else remains for me to say now. Gentlemen, I again, on behalf of the English, thank you for having come here. We have welcomed you here, and it has been a great pleasure to us to see you here for the first time, and, as I have said in every speech, I do look upon the work that will be done in maintaining the peace of the world is largely owing, not only to your coming here to see railway work, but coming here to see Englishmen, and to see our method of working, is a step in that direction. (Applause.) In conclusion, allow me, according to English custom, to say *au revoir* to you, but not adieu. (Applause.) We hope that the result of your visit to England will induce you to return. Of course we must not in England monopolise all the sessions of the Congress—that would be impossible—but after seeing what is done in our island you will not fail to say, "This island is small, but there is much to see in it."

M. Dubois (President of the Permanent Commission): Gentlemen,—The Commission has, in the first place, to lay before you the proposition that has been made regarding the date and place of meeting of the next session. On the suggestion of the French delegates the Commission proposes that the Congress shall meet in Paris in 1900. (Loud and prolonged applause.) This proposition is therefore adopted. Gentlemen, I thank all the friendly Governments who have aided the Congress, and before separating I warmly thank all the eminent representatives that these various Governments have delegated here. (Applause.) I thank the English Section. (Loud applause.) I have already praised them, but I am afraid insufficiently, for the zeal, the sacrifice, and the untiring efforts which they have shown, and which have contributed so largely to the brilliant success which we witness here to-day. (Applause.) My thanks are principally due to the eminent President of the English Section, Sir Andrew Fairbairn, one of the oldest friends of the Congress, one of its supporters in the past, in the present, and, I sincerely hope, in the future. (Applause.) I also thank the very distinguished Secretary of the Local Section, Mr. Acworth, whose resourceful and indefatigable energy, great activity, and amiability you all have witnessed. (Applause.) I thank the railway companies who have enabled us to admire, not only their magnificent organisation, but their great courtesy, their exquisite amiability, and also their generous and cordial reception. (Applause.)

The following are Copies of some of the Papers forwarded by the New South Wales Railway Commissioners to the Congress.

New South Wales Government Railways.

Section I.—Way and Works.

General Description of the Lines and Permanent-way.

The railway system of New South Wales may be said to consist of three main trunk-lines, each commencing at Sydney, the capital, which is situated on the sea-board. The Western Line, which extends to the town of Bourke, on the Darling, a distance of 503 miles from Sydney; the Southern Line to Albury, a distance of 386 miles, where it connects with the lines of the adjoining Colony of Victoria; and the Northern Line, extending to Wallangarra, on the Queensland border, having a total length of 494 miles. Each of these main lines is fed by branches of varying importance. The total length of the lines now open for traffic is 2,500 miles.

Speaking generally, the whole of the lines were originally laid out with a view to economy in construction, and there are, therefore—in rough and rugged country—very steep gradients and sharp curves, these being so situated that the whole of the traffic on the main lines has to pass over them. Each of the main lines referred to above traverses or crosses the Main Dividing Range, which varies in height from 2,500 to 4,500 feet above sea-level, and as this range or its spurs come, in places, within 40 miles of the coast, the ascent is necessarily rapid.

When the first lines, which were those extending in a westerly direction to and over the Dividing Range, were made, gradients of 1 in 30 and 1 in 33, with reverse curves of 8 chains radius, were adopted so as to follow, as nearly as possible, the contour of the country and so reduce expenditure; but within the last sixteen years the steepest gradient adopted has been limited to 1 in 40, and since the year 1888 the serious disadvantage attaching to such severe grades has been prominently brought forward by the Railway Commissioners, and all new lines have been constructed with easier grades and curves.

The Commissioners when they took office found improvement of the old lines absolutely necessary to enable heavier loads to be hauled economically, and also to admit of good average speeds being attained. With these object in view, during the past four years a considerable sum of money has been expended in reducing some of the steep gradients which interfered with the loading of trains for long sections; more powerful locomotives have at the same time been introduced, and by these means great economy in the working of the traffic has been effected.

The standard permanent-way adopted for Suburban lines, over which there is a continuous heavy traffic, is an 80-lb. bull-headed steel rail, with 45-lb. cast-iron chairs laid upon ironbark sleepers 9 ft. long x 10 in. x 5 in., spaced 2 ft. 6 in. centres. For main trunk-lines where the traffic is heavy 80-lb. steel T rails are also used. These are laid upon sleepers of the same size and spaced 2 ft. 7 in. centres. For branch lines the standard T rail weighs 71½ lb. to the lineal yard. These are also laid upon sleepers spaced 2 ft. 7 in. centres. For branch lines where the traffic is light a 60-lb. steel T rail is adopted and laid upon sleepers 8 ft. long x 9 in. x 4½ in., spaced at 2 ft. 10 in. centres. The heavy standard, viz., the 80-lb. T steel for main lines is being gradually introduced by relaying from time to time such lengths of

the

the old road as have become so far worn as to need renewal. This road when ballasted with 9 in. of bottom ballast, broken to 4-in. gauge, and 15 in. of top ballast (basalt or other hard stone), broken to a 2½-in. gauge, makes an excellent road, the sleepers used (ironbark) being perhaps better than those used in any other part of the world.

QUESTION XIII.—ORGANISATION.

Under an Act passed in 1888, to make better provision for the management of the Government railways and tramways of New South Wales, and for other purposes connected therewith, the railways were removed from political control and vested in three Commissioners, who were to have a common seal and to be a body corporate, capable in law of suing and being sued, and in whom there are vested absolutely, and, in respect of land, for an estate in fee-simple—

(1.) All railways and tramways, and all rolling-stock heretofore constructed or acquired by or on behalf of Her Majesty, pursuant to any Act in force for the time being authorising the construction of railways, rolling-stock, or tramways; and all railways and tramways hereafter to be so constructed or acquired, upon transfer of the same to such Commissioners in the prescribed manner.

(2.) All piers, wharfs, jetties, stations, yards, and buildings connected or used in connection with such railways, tramways, and rolling-stock, being on Crown land or land acquired for or on behalf of Her Majesty respectively.

(3.) The land, being the Crown land, or land acquired or which may be acquired for on behalf of Her Majesty, over or upon which such piers, wharfs, jetties, stations, yards, and buildings have been, or may hereafter be, constructed or erected.

(4.) The Crown land or land acquired for or on behalf of Her Majesty included within the boundary-fences of all such railways or tramways.

(5.) All land outside such fences acquired by or on behalf of Her Majesty, under any Act authorising the taking or acquiring of land for railway or tramway purposes.

(6.) All Crown and other lands taken under the authority of any Act authorising the taking of land for railway or tramway purposes.

(7.) All telegraph-posts erected on any lands by this Act vested in the Commissioners, which posts at the passing of this Act were under the control of the Commissioner for Railways or any person for or on behalf of Her Majesty, and all wires, instruments, and other telegraphic or telephonic apparatus used in connection with the railways or tramways so vested as aforesaid.

To the Commissioners is given the authority to appoint or employ such clerks, officers, and employees to assist in the execution of the Act as they think necessary; and every person so appointed shall hold office during pleasure only. The moneys necessary for the management and working of the Railways are appropriated by Parliament, to be expended under the control and management of the Commissioners.

The Commissioners have authority to make a partial reconstruction, or partial duplication, or other addition to, or extension of, the roadway of any existing line, or part of such line, or any bridge, viaduct, or other work.

The Commissioners also have power, in their corporate name, to contract for the execution of any work authorised to be executed by them, or for furnishing materials or labour, or for providing locomotive engines or other motive or tractive power, or for any other matters and things whatsoever necessary for enabling them to carry the purposes of the Railway Act into full effect, in such manner and upon such terms for such sum and under such stipulations, conditions, and restrictions, as the Commissioners think proper.

The Commissioners may make by-laws for all subjects, such as the fixing of passenger fares, the rates for the carriage of animals, goods, and parcels, and the conditions under which special rates will be given for the carriage of goods in quantities, for preventing any nuisance upon the railway or any damage to railway property, and for regulating generally the travelling or traffic upon or using or working of the railways, and for the good government and maintenance of order thereon. The Commissioners may impose penalties not exceeding £20 upon any person committing a breach of their by-laws, such by-laws having force and effect after approval by the Executive Council and publication for three clear days in the *Government Gazette*.

For the better understanding of the question, and the powers vested in the Railway Commissioners, a copy of the Railway Act is attached. [*Exhibit* A.]

With regard to new railway lines, the construction of the same is undertaken by an independent body acting under the direction of a responsible Crown Minister, under the provisions of an Act called the "Public Works Act of 1883," an Act to provide for the constitution of an authority to investigate and report upon proposals for public works and the carrying out thereof when authorised by Parliament, to make better provision for the acquisition of land for carrying out such works, and for other purposes in connection therewith. Before, however, any new railway is considered in Parliament, the Railway Commissioners are asked to furnish a report as to the probable results if such a line is made; and on new lines, if Parliament decide to carry them out, the Commissioners determine the position and character of the accommodation to be provided.

With regard to the power of the Government as applying to private railway undertakings, it is pointed out that the main railways of the Colony belong to the State, and are controlled as already indicated. There are several small subsidiary lines which have been undertaken by private enterprise, but no private line is allowed to be made unless it is first approved by the Parliament, and subject to conditions that prevent such line acting prejudicially to the interests of the State. As a rule a clause is provided for the private lines being taken over by the State at their value, if deemed desirable at any time.

Attached is a copy of a Private Railway Bill, which will indicate the conditions under which construction is granted. [*Exhibit* B.]

As the question of organisation may be expected to cover the nature of the duties exercised by the administration, it may be stated that the Commissioners exercise the functions of the Board of Directors of a large railway company; but, at the same time, having a constant and close supervision of the Executive officers, and dealing direct with the public in all matters of principle, or where large issues are involved. In framing the duties of the executive officers, the Commissioners have had in view a due proportionment of responsibility.

The

The head of the Traffic Department is the "Chief Traffic Manager," and in order that he may be left free to deal only with questions of moment, responsible officers called "Outdoor Superintendents" (2) and a "Goods Superintendent" have been appointed to assist in the general supervision of the working. The two Outdoor Superintendents practically look after the details of the running of the trains, and are responsible for seeing that the rules providing for the safety and punctuality in the working are observed; that no unnecessary mileage is run; and that the staff perform their duties satisfactorily, both to the public and the Department. Under these, again, are "District Superintendents," who are required to personally go over their respective districts, and see that the men are properly performing their duties.

The details of the goods service are also closely watched by the "Goods Superintendent," who in his turn has under officers entrusted with detail duties.

It may be stated that throughout the Service a feature is made by the Commissioners of all matters of importance having personal attention from the principal officers. If complaints are made of the bad running of trains, or inattention of the staff, &c., they are ordered to be personally and promptly inquired into, where the circumstances warrant it, by an officer of standing, and the facts elicited on the ground, instead of the complaints being allowed to drift over for weeks, while reports are obtained from various officers and men as to the facts in any particular case. By personal investigation the facts are elicited at once, differences reconciled by contending parties being brought face to face, and remedies, if necessary, at once applied. The men, too, feel that a closer system of supervision and watchfulness is being observed, and when they are aware that matters have personal attention, are inclined to be more zealous and thorough in the discharge of their daily work.

Once a month the whole of the principal traffic officers, *i.e.*, the Chief Traffic Manager, the Superintendents, and the District Superintendents, meet together and discuss matters affecting the traffic working. This conference devotes its attention to the train-running of the month, the mileage performed, the earnings and expenses, the accidents and failures, the necessity for additional accommodation, &c. The Chief Traffic Manager presides over the Conference, and all questions are thoroughly discussed, so that the views of the officers can be obtained on any question. Projects for improved methods of working are considered, and the combined experience of the officers enables matured decisions to be given on the matters raised.

These meetings, amongst other advantages, enable the principal officers to inspire their principal assistants with the spirit of the Commissioners' policy; and the consideration of comparative tables and returns of expenses, &c., should inculcate a spirit of emulation and *esprit de corps*. The principal officers also have the opportunity afforded them of discussing with individual officers important questions affecting their respective districts.

The same chain of responsibility, differing, of course, according to the nature of the duty, runs through the locomotive and permanent-way maintenance branches, all the principal district officers of the respective branches meeting the heads of departments in conference monthly, and discussing important questions affecting the efficiency and economical working of the branch. The minutes of each conference are printed, and proof copies sent to the Commissioners for approval at the committees hereafter mentioned; after approval (and revision if necessary), copies are sent to the officers concerned for their guidance and government.

In order that the principal officers shall make themselves acquainted with the requirements of the lines, it is directed that they shall periodically go over the whole of the lines and see that proper attention is being paid to all matters, and, if additional facilities are required for working the traffic more safely, conveniently, or expeditiously, the officers are required to look into the subject on the ground—first, to see that what is asked for is necessary; second, if necessary, that the best and cheapest method of meeting the requirement is adopted. The Commissioners insist on all works recommended to be authorised having the certificate of the principal officers before being submitted, and, if necessary, when the expenditure is large, they (the Commissioners) visit the locality to inquire personally into the merits of the case. No works are allowed to be executed without the authority of the Commissioners, except small maintenance works; but even items of this nature carried out during the month are submitted in schedule form for approval.

The fullest details of the expenses incurred in the actual working of the railways and tramways in all departments each month are submitted to the Commissioners within about ten days of the close of each month. Generally, the Commissioners exercise a very close supervision over all matters. Daily a return of the running of the principal trains is submitted, and weekly statements of the state of the revenue and the position of principal supplies. At stated times during the week the officers have to meet the Commissioners, and then matters of moment are considered.

A close grasp, however, is kept upon all branches of the Service by the system of monthly Committees (seven in number), known as:—

The Finance and Accounts Committee.
The Traffic and Permanent-way Committee.
The Stores and Locomotive Committee.
The Legal Committee.
The Ticket and Fares Committee.
The Medical Committee.
The Tramway Committee.

These Committees are so comprehensive that practically every matter of importance is brought under review, and, as in every case all statements are comparative, the results are accurately judged, and remedial measures taken where remedies are required. Each of the Committees is presided over by a Commissioner, the principal officers of the various departments being in attendance. At some of the meetings two, at others the three Commissioners attend, according to the degree of importance attaching to each. Following the Committees is a meeting of the Board of Commissioners, when the minutes of the various Committees are submitted and approved (or modified, if necessary) by the full Board. At this Board meeting also, purchase of land and subjects of the first magnitude to the administration are recorded and dealt with.

At intervals, the Commissioners themselves make personal inspection over the lines, every portion being visited at least once a year, and more frequent visits being paid where important works are in progress, or large expenditure is being asked for,

Generally

Generally, it may be said, the spirit of the Commissioners' system is that personal supervision is exercised throughout. They deal personally, as far as possible, with the heads of departments, on all matters of moment, rather than through the medium of reports, and the same practice generally prevails throughout the Service, and the Commissioners endeavour to keep a close touch on all matters, so that a zealous watchfulness is constantly exercised in all directions.

Detailed List of Questions in Reference to Question XIII.

Organisation.

1. Is the ultimate responsibility to the shareholders for the working of your railway vested in a Chairman, Deputy Chairman, and Board of Directors?

The New South Wales Railways and Tramways are the property of the State, and their control is vested in a Board of three Commissioners, who are responsible to Parliament for the proper working thereof. Practically, the Commissioners exercise the functions of a Chairman and Board of Directors, and also assume many of the more important duties devolving upon the heads of departments in a large English company. Instead of reporting their proceedings to a body of shareholders, as in Great Britain, the Commissioners have to report quarterly and annually to Parliament upon their proceedings, and once a year they also apply to Parliament for the money required for the year's working expenses, and also for any capital moneys required for additions to the property or increased rolling stock. Generally, the conditions of the Government Railways Act of 1888, which vests the railways and tramways in the Commissioners, are as follows:—

Under an Act passed in 1888, to make better provision for the management of the Government railways and tramways of New South Wales, and for other purposes connected therewith, the railways were removed from political control and vested in three Commissioners, who were to have a common seal and to be a body corporate, capable in law of suing and being sued, and in whom there are vested absolutely, and, in respect of land, for an estate in fee-simple—

(1.) All railways and tramways, and all rolling-stock heretofore constructed or acquired by or on behalf of Her Majesty, pursuant to any Act in force for the time being authorising the construction of railways, rolling-stock, or tramways; and all railways and tramways hereafter to be so constructed or acquired, upon transfer of the same to such Commissioners in the prescribed manner.

(2.) All piers, wharfs, jetties, stations, yards, and buildings connected or used in connection with such railways, tramways, and rolling-stock, being on Crown land or land acquired for or on behalf of Her Majesty respectively.

(3.) The land, being the Crown land, or land acquired or which may be acquired for or on behalf of Her Majesty, over or upon which such piers, wharfs, jetties, stations, yards, and buildings have been, or may hereafter be, constructed or erected.

(4.) The Crown land or land acquired for or on behalf of Her Majesty included within the boundary-fences of all such railways or tramways.

(5.) All land outside such fences acquired by or on behalf of Her Majesty, under any Act authorising the taking or acquiring of land for railway or tramway purposes.

(6.) All Crown and other lands taken under the authority of any Act authorising the taking of land for railway or tramway purposes.

(7.) All telegraph-posts erected on any lands by this Act vested in the Commissioners, which posts at the passing of this Act were under the control of the Commissioner for Railways or any person for or on behalf of Her Majesty, and all wires, instruments, and other telegraphic or telephonic apparatus used in connection with the railways or tramways so vested as aforesaid.

To the Commissioners is given the authority to appoint or employ such clerks, officers, and employees to assist in the execution of the Act as they think necessary; and every person so appointed shall hold office during pleasure only. The moneys necessary for the management and working of the railways are appropriated by Parliament, to be expended under the control and management of the Commissioners.

The Commissioners have authority to make a partial reconstruction, or partial duplication, or other addition to, or extension of, the roadway of any existing line, or part of such line, or any bridge, viaduct, or other work.

The Commissioners also have power, in their corporrte name, to contract for the execution of any work authorised to be executed by them, or for furnishing materials or labour, or for providing locomotive engines or other motive or tractive power, or for any other matters and things whatsoever necessary for enabling them to carry the purposes of the Railway Act into full effect, in such manner and upon such terms for such sum and under such stipulations, conditions, and restrictions as the Commissioners think proper.

The Commissioners may make by-laws for all subjects, such as the fixing of passenger fares, the rates for the carriage of animals, goods, and parcels, and the conditions under which special rates will be given for the carriage of goods in quantities, for preventing any nuisance upon the railway or any damage to railway property, and for regulating generally the travelling or traffic upon or using or working of the railways, and for the good government and maintenance of order thereon. The Commissioners may impose penalties not exceeding £20 upon any person committing a breach of their by-laws, such by-laws having force and effect after approval by the Executive Council and publication for three clear days in the *Government Gazette.*

For the better understanding of the question, and the powers vested in the Railway Commissioners, a copy of the Railway Act is attached. [*Exhibit* A.]

2. Of how many Directors does the Board consist, including the Chairman and Deputy Chairman?

The Board of Commissioners controlling the railways and tramways consists of three:—A Chief Commissioner—Mr. E. M. G. Eddy, and two Commissioners, Mr. W. M. Fehon, and Mr. C. N. J. Oliver.

3. How often does your Board of Directors meet, and what business does it transact?

The Commissioners meet daily, their whole time being given to the management of the railways and tramways, and they deal personally with all the important business connected with the property.

4. Are there sub-committees of the Board of Directors, who deal with specific branches of the business, as for example :—
   Finance?
   Permanent-way and works?
   Locomotive working?
   Passenger traffic?
   Goods traffic?
   Debts and compensation?
   Claims on traffic?
   Stores?
   Hotels and refreshment rooms?
   Staff changes?
   Law and medical (personal injuries) business?
   Accounts?

5. If you have such committees, please say of how many Directors each consists, how often they meet, and what are their precise functions; in other words, what class of business is brought before them?

Subjoined committees as under meet monthly :—
   The Finance and Accounts Committee.
   The Traffic and Permanent-way Committee.
   The Stores and Locomotive Committee.
   The Legal Committee.
   The Ticket and Fares Committee.
   The Medical Committee.
   The Tramway Committee.

These Committees are so comprehensive that practically every matter of importance is brought under review, and, as in every case all statements are comparative, the results are accurately judged, and remedial measures taken where remedies are required. Each of the Committees is presided over by a Commissioner, the principal officers of the various departments being in attendance. At some of the meetings two, at others the three Commissioners attend, according to the degree of importance attaching to each. Following the Committees is a meeting of the Board of Commissioners, when the minutes of the various Committees are submitted and approved (or modified, if necessary) by the full Board. At this Board meeting also, purchase of land and subjects of the first magnitude to the administration are recorded and dealt with.

6. Are the minutes of any such sub-committees submitted to and confirmed by the Board, and are they operative until they have been so confirmed?

Yes; the minutes are not operative until confirmed by the Board.

7. Into how many heads is the executive responsibility for the working of the railway divided; that is to say, how many supreme heads of departments are there, independent of each other, and separately responsible to the directors? Do these separate departments correspond with the following:—
   General Manager's?
   Secretary's?
   Civil Engineer's?
   Locomotive Engineer's?
   Estate Agent's?
   Solicitor's?

The executive responsibility for the working of the railways is divided into the following principal branches :—
   Traffic Branch.
   Locomotive Branch.
   Store Branch.
   Existing Lines Branch (Engineering).
   Accounts Branch.
   Traffic Audit Branch.
   Electrical Branch.
   Estate Agent.
   Solicitor.
   Secretary to the Railway Commissioners.

8. What are the titles and functions of the chief officers of your railway? Do they correspond with the following:—
   General Manager?
   Secretary?
   Civil Engineer?
   Locomotive Engineer?
   Solicitor?
   Land and Estate Agent?
   Goods Manager?
   Superintendent of the Line, or Passenger Traffic Superintendent?

Chief Traffic Manager.
Chief Mechanical Engineer.
Engineer-in-Chief for Existing Lines.
Comptroller of Stores.
Chief Accountant.
Traffic Auditor.
Electrical Engineer.
Estate Agent.
Solicitor.
Secretary to the Railway Commissioners.

9. Has your General Manager supreme control of the working of the line generally in all departments? Do the Directors confer with him on the general policy of the Company? Does he also deal with Parliamentary matters and agreements with other companies, and generally with all questions of the first importance?

The Commissioners exercise supreme control over the working of the lines, and deal personally with all matters of importance each day. As before mentioned, they take, in addition to the functions of a Board of Directors of an English Company, many of the important duties devolving upon the heads of departments in an English Company, their duties in regard to expenditure, &c., being so defined by the Act of Parliament under which they exist necessitating this course. The Chief Traffic Manager deals with many traffic matters, reporting to the Commissioners.

10. Who is responsible in the various departments for the appointment of the staff, their promotion or dismissal, and the fixing of their rate of pay?

The rates of pay are fixed by the Commissioners after consultation with their officers. A general classification scheme exists providing for regular advances [*Classification Sheets attached, Exhibit No.* 1] All requisitions for additional staff are approved by the Commissioners; but the selection of the individual in all cases other than important positions is left to a Committee of three leading officers, who are responsible for the selection of suitable persons for the service required. The heads of branches are authorised to employ extra staff to meet a pressing emergency, but the matter has to be submitted to the Commissioners for confirmation. Officers may dismiss and punish, but all employees have the right of appeal to the Commissioners against the decision of the head of their branch should they feel aggrieved.

11. Are all increases of pay directly sanctioned by the directors?

Yes. Staff Change Lists are submitted monthly, the recommendations being in accordance with the regulations laid down and approved by the Commissioners. If recommendations are made outside the classification they are dealt with as Merit Advances at the commencement of each half year.

12. In what manner is the train service regulated and alterations determined upon from time to time? Have you a conference of officers meeting periodically for this purpose; and, if so, what officers attend, and have not the minutes of such conference to be approved by the Committee of Directors before becoming operative?

The train service is more immediately controlled by two Out-door Traffic Superintendents, who report as to the wisdom or otherwise of making alterations in the existing time-tables, and any such alterations are considered by the traffic officers at the monthly Traffic Conference, or specially as may be most expedient. The amended time-tables are finally submitted by the Chief Traffic Manager for the consideration and determination of the Railway Commissioners. There are no fixed dates for the issue of new time-tables, general changes being made about twice a year. All alterations date from the first of a month.

13. In whom is the responsibility vested for the running of relief (or emergency) trains when required?

Two Out-door Traffic Superintendents, the railway system of 2,500 miles being divided between them.

14. Are the agents at the stations responsible for both passenger and goods working, or have you at all, or any of your stations, a station-master and a goods agent with distinct duties—or, generally, what is your system? To whom are the agents at stations directly responsible?

The Station-masters are responsible for both passenger and goods working, as the business done, with the exception of comparatively few stations, does not warrant the appointment of separate officers. Station-masters are practically responsible to the Chief Traffic Manager, but at a few stations—the metropolitan for instance—a separate staff is maintained for goods traffic, the Goods Station-master being under the control of the Goods Manager.

15. Under whose immediate control are the signalmen, the guards of goods and passenger trains, and the shunters?

The Out-door Traffic Superintendents.

16. For the purpose of direct supervision, is the line divided into a number of districts or sections, and is there for each section a divisional officer responsible for the working of the passenger stations, trains, and traffic, and for the running of all the trains, both goods and passenger? Is there also for each district an officer responsible for all the details of the outdoor and indoor working of the goods traffic, except the running of the trains? To whom are these divisional officers directly responsible? If you have no such divisional officers, what system of direct supervision have you in force?

For the purpose of direct supervision, the lines are divided into a number of districts, controlled immediately by district officers, who are responsible for the passenger and goods working, excepting in the Sydney Metropolitan division, where there is a Goods Manager to attend to the working of the goods traffic, having all responsibility other than the actual running of the trains. The district officers are responsible for all detail traffic matters to the two Outdoor Superintendents, the latter being subordinate to the Chief Traffic Manager. The general supervision of the goods traffic (not train working) over all the lines is exercised by an officer called the Goods Superintendent.

17. If you have a Chief Goods Manager, is he responsible to the General Manager, and, through him, to the Directors, for the whole conduct of the merchandise traffic on the railway in all its branches? What assistants (if any) has he, and what are their titles and duties?

There is such a general officer, designated the Goods Superintendent, who exercises supervision over all the lines, and to whom all traffic officers dealing with goods traffic at stations are subordinate. The Goods Superintendent is under the Chief Traffic Manager, but is frequently called into direct conference with the Commissioners when important questions are under consideration. There is a subordinate Goods Manager for the Sydney Metropolitan Division who exercises a detail supervision over the officers so far as regards goods matters in the Metropolitan Division, and reports on matters of importance to the Goods Superintendent as required.

18. If you have a Superintendent of the line, or Chief Passenger Superintendent, is he responsible to the General Manager, and, through him, to the Directors for the working of the passenger trains and passenger traffic in all its branches? Does he deal with the alteration of the train service, the issue of season tickets, complaints and claims from the public arising on passenger traffic and irregularities in working? What assistants (if any) has he, and what are their titles and duties?

The 2,500 miles of railway are divided into two divisions of 980 and 1,520 miles, the divisions being controlled by the Outdoor Traffic Superintendents previously spoken of. These officers deal with all detail train working, and report upon claims, other than goods claims, and all complaints in regard to train service accidents, &c. The Superintendents are subordinate to the Chief Traffic Manager, but are frequently called into direct conference with the Commissioners when important changes in the working, &c., are under consideration.

19. What is your system with regard to the control of a train? Is it, while in motion, under the control of the guard, and while stopping at a station under the control of the Station-master?

The movements of the trains are under the direction of the guard, to whose instructions as to the stopping, starting, and general working the engine-driver must pay implicit attention. After stopping at a station the train is under the control of the person in charge of the station, who is to give intimation to the guard that the train can proceed.

20. Have you any conference of officers meeting monthly, or otherwise, and dealing with questions relating to the conduct of goods traffic, mileage and demurrage, outstanding freight accounts, supply of waggon stock, ropes and sheets, claims for goods lost, damaged, or delayed, and kindred subjects? If so, by what officers is it attended?

Yes. Once a month the principal Traffic Officers, Chief Traffic Manager, Out-door Traffic Superintendents, and the District Superintendents meet in conference, presided over by the Chief Traffic Manager, and deal with such matters as are referred to in the question. Projects for improved methods of working are also considered, and the joint experience of the officers enables recommendations to be submitted for the decision of the Commissioners. Similar conferences are held by the Civil Engineering and Locomotive Branches.

21. Are the station-masters, inspectors, and signalmen periodically examined to see that they fully understand, and are acting upon, the rules and instructions laid down for safety and efficiency, and particularly the block telegraph rules?

They are not examined periodically, but are constantly under the observation of Superintendents and Travelling Inspectors, who satisfy themselves, personally, that the employees referred to are fully acquainted with the regulations and the duties of their position.

22. Do you employ a staff of Inspectors, whose duties are to traverse the line, visit the stations, shunting yards and signal-cabins, watch the working of the trains and traffic, and report on irregularities and failures, and alterations and improvements required; if so, to whom are such Inspectors directly responsible?

Yes; the Inspectors are under the control of and are responsible to the Out-door Traffic Superintendents.

23. Are questions relating to appointments, pay, promotion, or dismissal of staff in all departments dealt with at one committee of directors, or do the heads of the traffic, engineering, locomotive, and other departments report independently to separate committees upon such questions?

Questions relating to the appointment, promotion, or dismissal of staff are reported by the heads of departments to the various committees monthly on specified Staff Changes Forms (*Exhibit* B), the Chief Accountant certifying that any changes proposed are in accordance with the classification rules laid down and approved by the Commissioners. Other than regulation changes are dealt with specially by the Board of Commissioners under separate report from each branch affected.

24. What is the system regulating the supply of stores for use in the various departments, including locomotive coal? Have you a committee which invites tenders, makes contracts, and passes accounts for stores; or, if not, what is the practice in this respect which you adopt.

The system of supplying stores is, that all requisitions for stores for current use are passed through the Comptroller of Stores. The supplies in the first instance are made by annual contracts, such as for coal for locomotive purposes, &c. Reports are first submitted by the Comptroller of Stores to the Board of Commissioners, who determine the nature of the tenders to be called for and the supplies to be obtained. Tenders are received and opened at fixed dates by the Commissioners, and final determination as to the tender to be accepted made by them after report from the Comptroller of Stores as to the merits of the tenders submitted.

25. What are the duties of your Secretary? Is he responsible for the accounts of the company? Does he sign personally, cheques, dividend warrants, and share certificates, attend meetings of the Board, and preserve records of the proceedings? Does he advise with the Chairman and Directors on the financial policy of the undertaking? Has he also charge of the auditing of the accounts, and the offices in which all expenditure is checked and verified, and accounts due to the Company made up?

The Secretary is the recognised medium of communication to and from the Commissioners, either as regards the public or the heads of branches, and he signs all business letters on behalf of the Commissioners. He attends the Board meetings and keeps records of Board minutes and of all current business matters, Parliamentary proceedings, &c., relating to the railways, and has a staff of officers under his direct control. He is not in charge of the accounts.

26 As to accounts, have you separate offices for dealing with accounts due from the Company and accounts due to the Company, respectively, or are the whole dealt with in one office?

All accounts are dealt with in the office of the Chief Accountant.

27. Have you an audit office (apart from the office of the General Accountant) in which all station accounts and clearing-house statements are checked and verified?

Yes, controlled by a Traffic Auditor, in which all accounts are checked and verified; but as there are practically no running powers to be considered over other railways, there are no clearing-house transactions other than the adjustments of accounts between the colonies where through tickets are arranged,

such

such for instance as between New South Wales and Victoria. The division of these accounts, however, is simply made in proportion to the mileage travelled, as the rolling-stock of New South Wales railways does not run on the lines of the other colonies, owing to the railways on either side being laid to a different gauge.

28. What is the arrangement with regard to passing for payment bills for wages and other expenses? Have you a Sub-finance Committee of Directors, which meets weekly, or at other periods, for this purpose?

Vouchers for the payment of wages or other expenses are submitted periodically to the Commissioners as required, the payment of wages being made fortnightly. Vouchers for general payment for stores, &c., are submitted as required, through the Chief Accountant, certified by the Comptroller of Stores, and approved by the Commissioners.

29. Is your Chief Civil Engineer generally responsible to the Directors for the maintenance of the permanent-way, stations, and works, as well as for the carrying out of new works and alterations? Does he carry out general maintenance without any special order of the Directors?

The Engineer-in-Chief for Existing Lines is directly responsible to the Commissioners for all works having their prior approval, general maintenance being carried out under a general authority given by the Commissioners in advance.

30. Do the Directors directly and expressly sanction all expenditure for new works or alterations, whether the expenditure be great or small?

The Commissioners authorise all expenditure of this nature.

31. Have you a Committee of Directors to which the Civil Engineer reports monthly on the maintenance of existing works and the progress of new works? Assuming that you have such a Committee, does it accept tenders and enter into contracts for materials and for the carrying out of new works?

A Permanent-way Committee is held monthly, presided over by a Railway Commissioner, but the Engineer-in-Chief is in constant communication with the Commissioners, and progress is frequently reported of new works, the condition of the lines, &c. All new works are approved first by the Commissioners, draft contract and estimate being submitted by the Engineer-in-Chief, and, if confirmed, tenders are invited and opened on the date fixed. The Commissioners determine the acceptance or otherwise of any contract, after report from the Engineer-in-Chief as to the merits of the tenders received.

32. Does your Land and Estate Agent obtain the authority of any Committee of Directors before buying, selling, or leasing land?

Yes; the Land and Estate Agent obtains direct approval by the Commissioners before land is dealt with in any way.

33. Is your Chief Locomotive Engineer directly responsible to the Directors? Is the organisation of the supply of locomotive power left entirely in his hands to carry out the requirements of the Traffic Department?

The Chief Locomotive Engineer (designated the Chief Mechanical Engineer) is responsible to the Commissioners, and the general working of the Department in all its main branches is controlled by them.

34. Have you locomotive foremen at various centres, who are charged with the details of the locomotive working and the regulation of the duties and hours of the men employed in connection with the engines?

Yes; such foremen are subject to the control, more directly of two Out-door Locomotive Superintendents, under an organisation similar to the traffic working, such Out-door Locomotive Superintendents being under the direct control of the Chief Mechanical Engineer.

35. Have you any system of periodical inspections of the line and works by the Directors, by the chief officers, or both combined?

Yes; the Commissioners require that the principal officers shall periodically go over the lines in order to see that proper attention is being given to all railway matters, and if new works are recommended that they are absolutely required, and the arrangements proposed are the best and most economical to meet the requirements. At intervals the Commissioners themselves make personal inspections over the lines, every portion being visited at least once a year, and more frequent visits being paid where important works are in progress or large expenditure is being asked for.

36. What is your system as to the control of expenditure? Is the direct sanction of the Directors by minute obtained for every item of expenditure under every head, except that incurred for ordinary maintenance and repairs and necessary small current payments? Are any claims paid without the direct sanction of the Directors, expressed by minute?

All expenses are in the first instance authorised by the Commissioners, the Chief Accountant being responsible for seeing that no money is paid without prior authority being given by the Commissioners. The fullest details of the expenses incurred in the actual detail working in all departments each month are submitted to the Commissioners within about ten days of the close of each month, and are reviewed. Small claims for under £5 may be paid by the Chief Traffic Manager, but the matter is reported monthly for the confirmation of the Commissioners.

36A. With whom does the authority rest for the issue for free passes: On the service of the Company? On the service of other companies? To the Company's servants on leave? To the servants of other companies on leave?

The heads of each branch control the issue of free passes to their respective staffs when travelling on business or on holidays, under specified regulations as to the issue; but all exceptional passes, such as to the Members of the Colonial Parliaments, visitors of distinction, officers from other railways, &c., are issued by the Secretary, after approval by the Commissioners.

VIII.—Electric Traction.

Electric Traction on New South Wales Government Tramways.

Two distinct systems of electric traction are in use on the lines, viz.:—Direct driving from a central station by the medium of an overhead wire, and Self-contained motor-cars carrying accumulators, the latter being as yet in the experimental stage.

The

The local conditions under which the overhead-wire system is worked led to the adoption, for the first time it is believed in the history of electric tramways, of accumulators in parallel with the generator and motors, for the purpose of equalising the load and provide power for a short time in case of an interruption in the current from the power-station.

The line in question is of standard gauge, and extends through a suburb of Sydney, from the North Shore cable tramway, which it joins at the junction of Miller and Falcon Streets, to the Spit Road, a distance of 2¼ miles; but, as it was necessary that the cars should start from the cable power-house, a quarter of a mile near the city on the cable tramway, the total length of the electric road is 2 miles 50 chains, and it is probably the only instance of electric cars running over a cable line. The speed of the former being variable, and under complete control, they can take their place between the cable cars without inconvenience.

The overhead-wire, No. 0, B & S gauge, of hard drawn copper, is carried on wrought-iron brackets and fluid insulators fixed to ironbark poles on one side of the road. Very few pull-overs are used, and the adoption of the accumulators entirely does away with the necessity of feeders. Consequently, the overhead work is of an extremely simple nature, and as unobjectionable as possible.

The cars carry a trolley-pole on a swivel fixed to the side nearest the overhead wire, which varies greatly in its relative position to the permanent-way, being on some of the curves nearly 7 feet outside the rails, or 9 feet from the centre line, and extending to a distance of 2 or 3 feet on the opposite side of the centre line. The sharp angles in the overhead wire are rounded slightly by means of copper bridge-pieces, and the trolley wheel, which is very light and of rather large diameter, is carried in a fork swivelling in a vertical ball-bearing. This allows the trolley to follow the deviations of the line with great accuracy.

The accumulators are arranged in a hut at the opposite end of the line to the perwer-stations. They consist of 220 cells formed entirely of plain sheet-lead. The outer plate, which is also the containing vessel, is a cylinder of 6-lb. lead, 12 in. diameter x 10 in. high, the lower edge of which is neatly turned in and burnt to a 6-lb. bottom-plate. Five concentric cylinders of 10 in., 8 in., 6 in., 4 in., and 2 in. diameter respectively, of 4-lb. lead, are set up in each of the containing vessels, those of 10 in., 6 in., and 2 in. being insulated from the bottom of hardwood blocks, the others resting on the lead bottom.

The terminals are formed in the same manner as the "Etwell-Parker" cell of 1883.

Each cell rests on a pine board supported by insulators.

The original Planté method of "formation" was followed, and, after four or five reversals, the battery was put into regular work—further reversals being made from time to time, as opportunity offered, until there was proved to be sufficient capacity to drive one car a comple trip out and back. This was easily attained in about three months after starting, and a deeper "formation" has since been obtained; but, as the main object of the battery is to act in precisely the same manner as the accumulators in a hydraulic system, a large capacity is of secondary importance.

The battery has answered all expectations. It is remarkably economical in first cost, and the most severe discharges have no effect upon the plates, which require no attention of any kind.

A practically level load diagram is obtained at the power-station when the cars are not too near that end of the line, and an engine of 50 h.p. is equal to operate three motor-cars, whilst it required occasionally as much as 100 h.p. to keep the same cars going without the accumulators—the consumption of coal being more than double in the latter case.

Question X.—Means adopted for Accelerating Shunting Operations and the handling of Freight, Marshalling Sidings, &c.

Shunting operations are usually conducted by means of shunting engines, no fixed special appliances being in use for that purpose, the principal station yards being laid out in sidings so as to ensure the most expeditious movement of vehicles and meet the circumstances of the local traffic. The principal sidings for the metropolitan district are at Clyde, a station 13 miles from the terminus, and convenient to the three main lines of railway which converge into Sydney. Up to within a few years ago the goods traffic arrangements were conducted in the metropolitan yards, but as this was found inconvenient owing to the want of marshalling space and delays to the traffic, new marshalling yards were laid out at Clyde (sketch attached, "A"). The Up traffic is here received and then marshalled for convenient delivery at the metropolis or at the suburban goods stations between Clyde and the metropolis. For the Down journey goods traffic is collected at the metropolis and at the suburban stations and marshalled at Clyde for despatch to the various up-country stations on the respective lines, and for the particular trains by which it is to be despatched. The sidings are distinct, one set dealing with inwards, and the others with outwards traffic, the inwards marshalling sidings being constructed on various gradients, so that the trains arriving from the country are taken forward to the respective sidings, and from which the trucks gravitate into the various sorting sidings, effecting very considerable economy in shunting operations. Convenient shunting necks, as will be seen by the plan, are also provided, so that the shunting engines may be going on with the work of marshalling the trucks whilst the through trains are also attaching and detaching trucks. The through trains do not run beyond Clyde, the traffic between Sydney and its suburbs and the marshalling yards being worked by trip engines, the average number of trucks dealt with being between 700 and 800 daily.

The goods traffic is dealt with generally under covered goods sheds, hand cranes being provided, as a rule, to facilitate the handling of the traffic. The principal goods depôt is at Sydney, and is 1,060 feet long and 70 feet wide, having two lines of way, one on each side of the shed, and holding each fifty trucks. A platform 11 feet wide is provided on the inside of each of the roads, with a cart-way between the same 35 feet wide, so as to facilitate the unloading from the carts on to the platforms or into the trucks as required. Hydraulic cranes are provided on the platforms at intervals of 75 feet for dealing with heavy packages. Nineteen cranes are in the shed, and have a range of 72 feet.

The outwards goods traffic from Sydney annually is about 260,000 tons. The principal single item of traffic into Sydney is wool, 449,222 bales being received last year; and it is found more convenient to have a separate covered shed for this traffic alone, more especially as it is not spread equally over the year, but is pressed into a few months, 138,308 bales, for instance, being received in the month of November. The shed for the wool traffic is 1,000 feet long and 92 feet wide, and has a set of rails on

 each

each side, with a cart-way 44 feet wide between the same, vehicles drawing up to the trucks and loading direct from them; and as the shed has a covered roof, unloading is carried out in all weathers. The wool is transferred by hand, the bales averaging about 3 cwt. each, and the largest bogie goods waggons carrying about 120 bales.

In another portion of the Sydney yard, a special shed is provided for the delivery of farm produce, the shed being 884 feet by 70 feet, and having a line of way on each side, the space between the centre rails being used for the vehicles which draw up to unload or to receive the hay and farm produce.

A photograph is attached showing the interior of the wool-shed, which gives an idea of the arrangements, which are found to be very convenient for dealing with the traffic in question.

Detailed List of Questions in reference to Question XI.

Signals.

Recent improvements in Block and Interlocking Apparatus, chiefly from the point of view of economy in initial outlay.
Signals in tunnels.
Methods of preventing collisions at points of danger on express lines, in cases of overrunning stop signals.
Replacement of colour signals by geometric form signals, in order to avoid the dangers arising from colour blindness or defective vision.

Reporter—Mr. A. M. THOMPSON, Mem. Inst. C.E.
(Signal Engineer of the London and North-Western Railway, England), L. and N.W.R., Crewe.

1. Name of Railway Company.
   New South Wales Government Railways.
2. Name of country or State.
   New South Wales, Australia.
3. What is the length of double line you have in operation?
   Quadruple, 8½ miles; double, 149½ miles.
4. What is the length of single line you have in operation?
   2,342 miles. Total, 2,500 miles.
5. What type of signal do you use for the protection of stations and sidings on your Main Line, viz.:— Semaphore and ground disc.

Semaphore—	
Number in operation.	2,540.
Disc—	
Number in operation.	262. (Ground discs.)
Other form—	
Number in operation	Nil.

6. What colour of light do you use for your Main Line signals, viz.:—

For danger.	Red.
For caution.	Nil.
For all-right.	Green. All semaphore signals work to danger and all-right only. (Arm falls to angle of 45 degrees.)

7. What type of signal do you use for sidings, viz.:— Semaphore and ground discs.

Semaphore—	
Number in operation.	51.
Disc—	
Number in operation.	83 Independent ground discs.
Other form—	
Number in operation.	179 Point ground discs.

7A. What colour of light do you use for a siding signal, viz.:—

Danger.	Red.
All-right.	Green in semaphores; white in ground discs.

8. Viewed by a driver, does your Semaphore signal-arm project from its post to the right or left hand, and on which hand is the signal as a rule placed? Left hand. Left hand.
9. Do you treat a white light as a danger signal?
   Yes; on semaphore signals.
10. Do you use a purple light? What for; and does it imply danger or all-right?
    In some cases as a special permanent-way signal, used when relaying or repairing. It implies caution.
11. Do you use distant signals?
    Yes.
12. At what distance from the home signal do you as a rule fix the distant signal?
    From 500 to 1,200 yards, according to the steepness of the approaching grade.
13. Do you use home signals?
    Yes.
14. Do you use starting signals, viz., a signal at the departure end of a station platform, or in advance of the points of a siding?
    Yes.

15. Do you use advanced starting signals, viz., a signal in advance of siding points which are in advance of the starting signal?
Yes, generally, but there are exceptions to the rule.

16. For Junctions do you provide a separate signal-post for each line of railway branching from the Main Line, or do you provide the several signals on one post?
Bracket signals, with separate dolly posts for each line. (For signalling single-line crossing stations see diagram attached.)

17. If you provide the several signals on one post, does the first or upper arm apply to the line on the left, the second arm to the line next in order from the left, and so on?
Yes.

18. For Junctions, do you provide an independent distant signal for each home or junction signal?
Independent distant signals for each home signal are only provided in exceptional cases.

19. Do you provide a distant signal on your Main Line reading for a Bay Line with a dead end? If not, does your Main Line distant signal apply to the Bay Line as well as the Main Line?
No. For terminal stations the distant signal does apply to the Main and Bay Line.

20. Do you use any distinctive form of signal for a Goods or Mineral Line running alongside your Main Line of railway?
Yes; all Goods Line arms are provided with a ring. No distinctive colour is used by night.

21. Do you use a backlight to indicate to the Operator whether the signal is lighted, and whether it stands at danger or all-right?
Yes.

22. What colour do you use for the backlight when—

At danger?	Green.
At all-right?	White.

23. If a signal cannot be seen by the Operator, do you employ means for electrically or mechanically repeating it to the Operator?
Yes.

24. What illuminant do you use for lighting the signals, viz.:—

Gas?	Gas.
Electric light?	Nil.
Mineral oil?	Kerosene.
Other oil?	Nil.

25. What is the number approximately of the signals on your railway?
2,540 arms.

26. Do you operate your signals by means of wire connections or rod connections?
Wire connections.

27. Do you employ any power system for working your signals, viz.:—Hydraulic, electro-hydraulic, pneumatic, electro-pneumatic, electric? If so, to what extent?
No.

28. Do you interlock your system with the points?
Yes; at present 60 per cent. stations interlocked.

29. Do you provide all points on your Main Line with a signal to indicate their position?
No.

30. What system of interlocking do you generally employ?
M'Kenzie and Holland, Worcester, England, apparatus.

31. Have you in use any cheap form of interlocking apparatus, suitable for unimportant stations?
Yes.

32. Do you operate your points with wire or rod connections?
Rod connections.

33. Do you employ any power system for working your points, viz., hydraulic, electro-hydraulic, pneumatic, electro-pneumatic, electric; if so, to what extent?
No.

34. Do you provide an elevated platform or signal-cabin for the operator?
Yes; at busy stations and junctions; but at ordinary roadside stations the lever frames are fixed at platform level.

35. How many signal-cabins have you containing interlocking apparatus?
108 signal-cabins and 141 lever frames on station platforms.

36. How many interlocked levers have you in use?
3,506.

37. What is the maximum distance from the signal-cabin at which you operate facing or junction points?
180 yards is adopted as the standard, but in several cases, to meet exceptional circumstances, this distance is exceeded up to 220 yards, in which case special detectors are provided.

38. What is the maximum distance from the signal-cabin at which you operate trailing points?
We have none at a greater distance than 260 yards.

39. Do you use any appliance at facing, junction, or other points to prevent the operator from moving the points whilst a train is passing over them? If so, is this provision made on other than the main running lines, and to what class of lines?
Locking detector bars are fixed to all facing-points on passenger lines, and in some cases on goods lines, at places interlocked.

40. Do you use any form of detector, in addition to the appliance referred to above, to indicate to the operator that the facing or junction points are in position before an all-right signal is given?
Yes; wire detectors.

41. Do you provide detector bars to indicate to the operator whether a line which he cannot well see is clear of vehicles or not?

No; an insulated rail and electric bell are provided in some cases, so that a vehicle standing at a point obscured from view of signalman rings a bell in signal-box.

42. Do you provide sidings with safety or throw-off points for the protection of your main line?

Yes.

43. Do you provide lines solely used for goods or mineral traffic with safety or throw-off points for the protection of your main line?

Yes.

44. On heavy falling gradients, do you provide safety or throw-off points to derail any vehicle which may break loose from its train and run back?

Yes; in some cases—not generally.

45. Where public roads cross your main line on the level, do you provide gates interlocked with the signals?

Yes; at important crossings, where railway traffic is heavy.

46. Do you open and close such gates from a signal-cabin by mechanical means?

Yes.

47. Have you any system in operation for automatically placing fog signals on the rails, or other electrical or mechanical contrivance for informing a driver of the position of signals during a fog?

No.

48. On what system do you control your traffic on your double lines of railway, viz.:—

Absolute block by block instruments.	Yes.
Permissive block by block instruments.	No.
Time system by ordinary telegraph.	No.
Any automatic system.	No.

49. What length of line do you operate (Double), viz.:—

Absolute block by block instruments.	Quadruple, 8½ miles; double, 149½ miles.
Permissive block by block instruments.	Nil.
Time system by ordinary telegraph.	Nil.
Automatic system.	Nil.

If an automatic system is in operation, give the name of system.

50. If block instruments are in use, is the system employed—

1st, A three-wires.	On quadruple lines—three wire.
2nd. A two-wire.	Nil.
3rd. A one-wire.	On double lines—one-wire.

51. Do you employ the so-called block and lock system; in other words, have you any mechanical or electrical control between the block instruments and the interlocking apparatus? Instance, the "Sykes" system.

No.

52. What system do you employ, and to what extent?

Nil.

53. Do you consider that the block and lock system is practicable in its present form for a trunk line where a large goods traffic has to be marshalled and dealt with more or less at each station on the line?

Solely dependent on length of sections and volume of traffic.

54. What is approximately the average distance between your block posts?

The distance varies from half-a-mile on busy Suburban Lines to 7 miles on Country Lines. During certain hours of the day or night block stations are switched out, when the sections are increased up to as much as 12 miles.

55. Do you make a siding connecting with both lines of rails a block post?

Yes.

56. Do you make a siding connecting with only one line of rails a block post.

Not in all cases.

57. On what system do you control your traffic on single lines, viz.:—

Absolute Block—	
1st. By block instruments.	Nil.
2nd. By block instruments and staff.	Nil.
3rd. By block instruments and staff and tickets.	By Morse instruments with staff and ticket.
4th. By electric staff.	Yes.
5th. By electric tablet.	Yes.
6th. Any other special apparatus.	Ordinary telegraph.
Permissive or Time System—	
1st. Block instruments.	Nil.
2nd. Ordinary telegraph.	Nil.
3rd. Block instruments and staff and ticket.	Nil.
4th. Any other special apparatus.	Single lines which are not worked on absolute block, either by electric staff or tablet, are worked on staff and ticket system.

58. Will you state the length of line on which you work any of the several systems indicated above?

Electric train staff...	436 miles.
Electric tablet	563 ,,
Staff and ticket and absolute block by Morse instruments ...	15 ,,
Total absolute block	1,014 miles.
Staff and ticket with time interval	1,329 miles.

59. Do you interlock your points and signals on single lines?
Yes.

60. If you employ a staff system, do you lock siding points with a key attached to the staff?
Yes.

61. If permissive block or time system is worked, what means do you adopt to prevent a collision by a following train overtaking a train in advance?
Unless the previous train has been reported by telegraph as having arrived at the next station, a second train is not allowed to depart until the driver has signed a train-ahead notice, as per form attached herewith. (See reply to question 63.)

62. If a staff or tablet system is not adopted, what means do you adopt to ensure a train on a single line being clear of the section before a train is allowed to enter the section from the other end?
Staff or tablet, or staff and ticket, is adopted in all cases.

63. At what intervals of time do you allow one train to follow another on a single line?
The following rule is observed as minimum time:—"A passenger train must not during foggy weather or falling snow follow a goods train, nor must a passenger train or a fast goods train follow a stopping passenger train from a station, nor pass a signal-box where trains are ordinarily signalled within 15 minutes, nor then until the driver of such train has been provided with notice of 'Train Ahead,' as required by rule." In many cases the above interval of time is increased according to the nature of the road. (For fuller particulars see Rule-book, forwarded herewith.)

64. Is there any State or other control than that of the railway authorities over the signalling and interlocking of your railway?
No.

65. What system do you adopt for testing the eyesight of your employees, not only with regard to their range of vision, but for the detection of colour-blindness?
Snellan's test is used.

66. Do you reject any considerable proportion of men on account of colour-blindness?
No.

67. Have you ever heard or known a case where the primary cause of an accident has been directly traced to colour-blindness?
No.

68. Do you think there would be any advantage gained by substituting the present system of coloured lights for a system of geometric form signals, assuming such to be practical?
No experience of geometrical forms.

69. At points of danger on express lines, such as a branch line junction, have you adopted any system calculated to prevent a collision in case a danger signal for the branch line is over-run or disregarded? Instance a long siding entered by facing points from the branch line?
In one case only is this done, viz., at Adamstown, a litho. of the arrangements at which place is forwarded.

70. Do you consider that any such arrangement would be desirable, even assuming it to be a practical scheme?
Yes; it may be under certain circumstances, but absolute block is preferable.

71. Have you adopted any means of reminding a signalman, should he have forgotten or overlooked a train or shunted vehicles standing on the main line?
Clips are provided on some home-signal levers to prevent them being pulled over. These clips are put on by signalmen when they have trains stowed on the main lines or bay platforms which are signalled, but are not automatic.

72. Do you employ any special form of signals for tunnels?
No.

73. Do you consider that any railway for conveying passengers with a considerable traffic both in goods and passengers can with the fullest safety be worked without the aid of the block and interlocking system?
No.

74. Have you in use any appliance connected with signalling and interlocking you have proved to be of great utility, but which you think may not be generally known?
The duplex and bracket lock system, as per description herewith.

75. Have you in use any economical system of signalling, suitable for unimportant lines, which avoids the large outlay involved by ordinary interlocking?
Only ordinary key-locking and duplex lock, the latter being described on sketch forwarded.

76. Will you give information, other than asked for by the above questions, which you think would be of interest, and in answering the questions asked, will you add any further information relevant to the question which you consider will add to the value of your answer?

77. Will you give any statistics, plans, photographs, &c., bearing on the subject of block and interlocking which you think will be of interest to the Congress?
Diagrams, &c., herewith.

Question XI.—Recent Improvements in Block and Interlocking Systems.

Absolute Block Working on Double Lines.

All double lines are worked by Preece's single-wire block instrument, with the exception of that portion of the suburban line where there are four sets of rails and where Tyer's three-wire block instruments are used. By a simple modification in the block switch of this latter system half the battery usually required is dispensed with, and the maintenance reduced to a minimum.

Absolute Block Working on Single Lines.

The block system in general use on the single lines of this Colony is on the interlocking principle, the interlocking being effected by both electrical and mechanical means.

At the present time 1,018 out of a total of 2,300 miles of single line are worked in this way, viz., 437 miles by the Electric Train Staff system, and 563 miles by the Electric Tablet system, both systems having proved very successful both as regards safety and facility in working the traffic.

The average length of tablet or electric staff sections is from 5 to 10 miles, but in some cases, where traffic is light, sections exceed 20 miles in length. The successful working of these long sections is largely attributable to the great care used in the erection and protection of the instruments, wires, and batteries. No. 16 wire is the smallest used, it being insulated and cased in as for electric lighting, and the batteries are in sealed cupboards. On the mountains, the rails on the highest point running up to 4,500 feet above sea-level, there being great danger of interruption by lightning, a lightning-guard has therefore been devised on the principles advocated by Professor Lodge, and works admirably.

For speaking purposes, telephones are used generally for intermediate tablet or staff stations, the Morse telegraph being mainly confined to principal stations. The train tablet or electric wire is also utilised to a very large extent for telephones, and thereby avoiding the necessity and expense of a separate wire; the bell coils are arranged in series with the line and a plunger switch added for cutting out the ringing armature when not in use.

As the line wire terminates at every tablet or electric staff station, a means of speaking through has been arranged by introducing condensers at those stations through which it is desired to communicate to others beyond. This is especially necessary at electric-staff stations where a modification called the "Automatic" Electric Staff system is in use, and where there are no officers in charge.

On sections where the traffic is very light, where Tyer's Nos. 2, 3, and 4 tablet instruments are in use, a complete apparatus has been devised for the purpose of cutting out one or more tablet stations during certain hours by day or night, and thus enable reduction to be made in the number of officers required to operate the system, a description of which is as follows:—

An independent pair of tablet instruments is used for the night or "through service." Electric switches, fixed in both day and night instruments, are interlocked both mechanically with the tablet side, and electrically with the stations on either side, so that taking A, B, and C as three tablet stations, and it is desired to cut out B; before B can turn the switches to cut out his instruments, all tablet slides must be home, thereby showing that all tablets are in and no train in the section on either side; before B can cut in again, he must receive electrical permission from A (or C, if so arranged) to enable him to turn his switches, and this permission cannot be given except all slides in the through instruments are home, showing that all tablets are in the instrument and no trains on the section. The act of switching in the "through" instruments completely disconnects and locks up the intermediate ones, and *vice versa*. Three different current potentials are necessary to this system in order to prevent one signal affecting another, and these potentials are fixed at wide intervals; the currents (in either direction) for operating the night instruments are double the potential of those used in the day instruments, and the current required to give B permission to cut in his instruments is of double the potential required for working the "through" instruments at A and C. This apparatus has been in use for 1½ years, and has proved very successful and economical in reduction of employees.

No device has yet been introduced for cutting out either the electric staff or Tyer's No. 5 tablet instruments, which works upon the same principle as the electric staff; the reason being that, although it can be done in cases where an equal number of trains pass through the day, or intermediate sections constituting the "through" or night section, it cannot be done where the trains are unbalanced, that is, where more trains proceed from A to B than from B and C, in either direction.

It being necessary, where either the electric staff or tablet systems are in use, that an officer be on duty at every tablet or electric staff station, and as this constitutes a serious item in the working expenses of branch lines where the traffic is small, a modification of Tyer's train tablet (No. 5 pattern) and of the electric train staff principle has been introduced, which enables the guard of the train, on arrival at a tablet or staff station where there is no officer in charge, to place the tablet or staff in the instrument belonging to the section over which his train has just passed, thereby causing the indicators at both ends of the section to show "Staff in" or "Line clear" automatically; and if there is no train already on the section in front, to take a staff or tablet from the instrument applicable to that section, permission being automatically obtained from the distant end. Immediately a staff or tablet is withdrawn the automatic indicator at both ends of the section shows "Staff out" or "Train on line," as the case may be; and even should the line wire be interrupted or make earth, the indicator would still show the same, besides which it is impossible for a second staff or tablet to be obtained from the instrument if one has already been taken out.

The principle upon which this modification is based consists in the line circuit being always closed, whether a staff is out or not, the difference being that when no staff is out the line batteries oppose and balance each other, and when a staff is out it throws the line batteries into series with each other. In order to save the batteries from unduly discharging when in the latter condition, an "economiser" in the form of a high resistance, which is automatically thrown into the line circuit when the current exceeds that of one-line battery, is introduced at one end of the section. This enables ordinary Leclanche or dry cells to be used; but, if a good form of sulphate of copper or bichromatic cell be employed, the economiser may be dispensed with.

For use at stations where there is an officer in charge during certain hours only, the tablet or staff system is arranged to work automatically during the time the station is closed, and in the ordinary manner, *i.e.*, by co-operation of the officers in charge at both ends when the officers are on duty.

SIGNAL AND INTERLOCKING SYSTEMS.

The system of interlocking in use is entirely mechanical, the English Board of Trade Regulations being rigidly adhered to. The lever apparatus is on M'Kenzie and Holland's principle, one uniform standard being maintained throughout. Pipe rodding was originally used for the point connections, but channel iron similar in section to that used on the London and North-Western Railway, England, is now adopted. At important stations and junctions, where the heavy traffic necessitates the constant attention of one or more signalmen, the apparatus and block instruments are fixed in signal-boxes, but at roadside and unimportant stations the signal-boxes have been dispensed with, and the lever frames are now fixed at platform level at a convenient distance from the station-master's office, in which the block instruments are placed. The station-master himself is thus able to attend to the working of the block and interlocking in addition to his other duties. At such places the siding points, instead of being connected to the lever frame by rodding or channel iron, are controlled by keys from the main interlocking frame, thereby effecting a considerable saving in the cost of applying the interlocking principle.

The system adopted in such cases is as follows :—Bracket or lever locks with portable keys provided on the main interlocking frame on the platform ; the keys are used for releasing similar locks fixed on the ground levers fixed at the points; the removal of the keys from the locks on levers in the main frame causes all the levers working conflicting signals and points to be locked up. This system, however, is adopted only at stations where the local traffic is not heavy. These frames vary in size from 6 to 32 levers, and in some instances level-crossing gates are worked from these frames by the station staff. At important shunting-stations where the traffic is such as to justify the employment of special signalmen, the points are all connected to and worked from the main frame.

A great proportion of the total mileage is single line—miles out of a total of miles—and is worked by the electric train tablet or electric train staff systems. The nature of the traffic requires a large number of sidings, at which there is no person in charge, in isolated places. Each of these sidings is provided with catch and bracket locks, the main key of which is either the tablet itself or a key fixed to the staff, and as no siding can be worked unless the driver is in possession of either the train tablet or staff, the use of fixed semaphore signals is dispensed with.

What is known as the duplex lock system consists of a duplex or double lock fixed at the catch-points and a single lock at the facing-points. On arrival at the siding, the guard obtains the train tablet or staff from the driver, with which he unlocks the upper portion of the duplex lock ; this releases a key in the lower lock, which can then be taken out to unlock the bracket lock fixed at the facing-points ; all switches being thus freed can be worked by the ordinary ball levers. On completion of the shunting, the facing-points must first be secured, when the key can be taken out of the lock and replaced in the lower portion of the duplex lock ; then, by turning the key to lock the catch-points, the staff or tablet key is released and can be taken out, but not before all the points have been securely set and locked in their proper positions. This system enables interlocking levers and rod connections to be dispensed with, so that the sidings can be securely and completely interlocked at a very small outlay.

At crossing-station on single lines where the approaching grades are easy the interlocked stations are provided with signals for trains to run through on the main line or through the loop in either direction. The regulation provides for express trains to keep the straight road. At stations where the approaching grades are heavy, signals are provided for up and down line working only, so that all down trains take the down road, and all up-trains the up-road, runaway catch-points being fixed in the trailing direction, so that, in the event of couplings on goods trains breaking, vehicles would be prevented from running back on falling grades. At important junctions the facing-points, in addition to to the ordinary lockbar and bolt, are provided with wire detector locks.

The interlocking of all junctions provides for the trapping of points as far as possible, so as to reduce the possibility of collision in case of a driver passing signals at danger to a minimum.

The signals are of the semaphore type. On the Main Suburban Line, having four sets of parallel lines, the signals are fixed on girder bridges spanning all the roads.

The signals are all worked by 7-strand mild steel galvanised wire, No. 17 gauge, which has been found in practice to be the lightest and strongest procurable, and has given excellent results. The distant signals are placed at varying distances from 500 up to 1,200 yards from the home signal. The selector principle is being extensively used in effecting additions to existing interlocked yards where the provision of additional levers would involve a great outlay, and have been found to work well.

Tunnels on the New South Wales Railways are, for the most part, on single lines, where the electric tablet or electric train staff system is in operation, which provides for absolute block, so that the necessity for signals does not exist. The longest tunnel is 1 mile.

The semaphore signals work to two positions, "danger," and "alright"; the "alright" signal being shown by the arm being lowered to an angle of 45 degrees with the post and a *green* light.

When signals are fixed in such positions where, owing to the nature of the country, they cannot be seen from the levers, electric repeaters are provided, which indicate the exact positions of the arms, and also show whether the light is burning or not.

The lighting is effected by gas where procurable, but for the most part with kerosene oil, Barton's burners being used, which effect a very great saving in the annual consumption of oil.

No special mechanical arrangements, other than that provided by interlocking of points and signals, is employed for avoiding collision at dangerous points on fast lines to meet cases of drivers passing signals at danger, but the Absolute Block system regulations prohibit two trains approaching converging points at the same time.

No special forms of signals are in use providing against colour blindness or defective sight of employees, but all employees engaged in the working of trains are examined and tested anually. In this connection it may be stated the Department employs its own medical officer, who devotes his whole time to the service. A feature of his duties is the education of the staff in rendering first aid to injured persons, and there are now nearly 1,000 of the employees who have passed an examination to certify their fitness to render first aid.

DUPLEX KEY INTERLOCKING SYSTEM FOR BYE SIDINGS.

The duplex lock, designed for the Railway Commissioners of the New South Wales Government Railways, dispenses with the necessity for point rodding, connecting the facing points and catch points, as is required under the old system of interlocking outlying sidings on single lines. It is a simple and economical

economical device, and has been found, in actual work, to answer its purpose effectively, and enabled the Railway Commissioners to interlock a large number of outlying sidings at a very small cost. The Electric Staff and Tablet Systems, which have been very largely adopted and extended on these railways during the last five years, together with the tablet and staff locks for intermediate siding points in tablet or staff sections, have dispensed with the necessity for fixed signals at bye sidings, and the device now referred to, which is known as "duplex key locking," dispenses entirely with the ordinary point rod connections.

The attached drawing shows the general arrangement for fixing and the detailed construction of the locks, which may be described as follows:—

For interlocking an ordinary bye siding (fig. 10) with the duplex system, the points in the main line and catch points in siding are worked by ordinary ball levers which are weighted so that the points always lie normally for the main line, and have to be held over when required for the siding; one double lock (fig. 1, 2, 3) being fixed at the catch point, and one single lock (fig. 7, 8, 9) at the points in main line. The rod from the switch tongue to the hand point lever passes through the bracket lock and is secured thereby. The lock at the catch points is of a special design, and consists of two locks, one above the other, but enclosed in the same cast-iron case. The lower bolt secures the switch rod, and the upper bolt secures the lower one in the locked position.

To make the duplex arrangements applicable to both staff and tablet systems, two kinds of duplex locks are in use, so that the key for the respective pattern locks is the tablet or staff for the section as the case may be.

Method of Working a Siding.

The guard of a train, requiring to shunt a siding, must obtain the train staff or tablet from the driver on arrival at the siding, he will then unlock the upper duplex lock, fixed at the catch points, with the staff or tablet as follows, viz.:—In the case of staff lock, by the staff key being turned, or in the case of tablet lock, by tablet slide being pushed down; this being done, the key in the lower lock can be turned, and thereby release the catch points, the key can then be taken out to unlock the bracket lock, fixed at the facing points. The points, now being unlocked, can be worked by the ball levers as required in the ordinary way. On completion of the shunting, the guard must lock up the bracket lock at the facing points and return the key to the duplex lock to lock the catch points, after which the staff key or tablet can be removed and returned to the driver for the train to proceed on its journey. It will thus be seen that both facing point and catch point must be properly set and locked before the train staff or tablet can be removed from the lock to be taken away.

Description of Locks.

Duplex Train Staff Lock.—The duplex train staff lock (fig. 1, 2, 3) consists of two locks working independently of each other, the lowest bolt (B′) being released by the upper bolt (B). When the train staff key (K) is inserted in the upper key-hole (H) and turned half a circle, the lock tumblers are disengaged from the notches, shown, and the bolt (B) raised; this will allow the bolt (B′) in the lower lock to be raised by the key (K′), which, on being turned, releases the point rod (R), and can then be taken out of the lower key-hole (H′) and used to unlock the bracket lock at the facing points.

By turning the lower key (K′), thereby releasing the switch rod (R) to unlock the points, the bolt (B′) is raised and held in that position by the engagement of the tumblers (F′) in the lower notches, thus preventing bolt (B) being lowered and the staff being removed until the key is returned to the lower lock and the switch rod (R) locked in its proper position.

Duplex Tablet Lock.—The duplex tablet lock (fig. 7, 8, 9) differs from the duplex staff lock in that the electric train tablet takes the place of the staff key in releasing the lower key. In its normal position the rim of the slide (D) rests on the top of the casting (M) and is free to be withdrawn, the U-shaped tappets (t t) being held in engagement with the bolt (b) by the straight upper portion of the slots (P P). To release the lock, the slide (D) is partly withdrawn and an electric train tablet (T) placed on it, being held in position by the projections (N N′ fig. 8), which correspond with a hole in tablet; the slide is then pushed down as far as the tablet will permit; the tablet (T) in its descent moves back the tappets (t t) from notches in the bolt (b) in the radial portion of the slots (P P); the point of the back tappet (C) being withdrawn from the lock tumbler (f) by the lower edge of the tablet, thus freeing them [this is the position shown in drawings] and allowing the key (K′) to be turned, thereby unbolting the switch rod (R). The key (K′) can then be removed from the key-hole and used as bracket lock, as described for the train staff lock.

Raising the bolt (b) by key (K) locks the tablet slide (D) in the position shown, until the key has been returned to the lock and switch rod (R) secured as described for the duplex staff lock.

On raising slide (D) to take out tablet, the tappets (t t) are again shot into the notches in the bolt (b), and held there by the slots (P P); at the same time the spring tappet (C) is forced into engagement with the lock tumbler (f) by inclines in the edges of the slot (O), a light coiled spring (S′) being provided to assist the action.

The bracket lock for the facing point is the same as described for the staff key.

The notches shown in the key-holes correspond with wards on respective keys, thus preventing the insertion of a wrong key.

Section I.—Ways and Works.

New South Wales Government Railways.

Form "C."—the life of wooden sleepers.

Reporter, Mons. Herzenstein.

1. *The Cutting-up and Transport of Sleepers.*

1. Species and kind of timber employed for sleepers?

Locally-grown hardwoods are used in all cases for sleepers, the timber now generally adopted being that description known as ironbark, of which the following varieties are preferred:—Eucalyptus siderophloia, E. paniculata, E. crebra. Formerly stringybark (E. piperita), Red gum (E. rostrata), Woollybutt E. longifolia), Box (E. hemiphloia) and Blackbutt (E. pilularis) were also used.

2. The source whence the timber comes.
The timbers are indigenous, and grow naturally over the whole of the eastern half of the Colony.

3. The best time for felling.
To secure the best results, the timber should be felled in the winter months, when the sap is down.

4. Age of timber when felled?
The age of the timber is not considered of importance, but as there is a greater proportion of sap on young than on old trees, and all sleepers should be provided free from sapwood, it is more economical to cut them from old and large trees.

5. Maximum period between the felling of the timber and its being cut up into sleepers.
The timber is hewn at once into sleepers as it is felled.

6. Stacking of felled timber or of sleepers cut up in the forest, with or without bark. Maximum length of this period.
The sleepers, when hewn, are brought in from the forest as soon as convenient, and in cases where supplies have run short, or are urgently needed, they are laid in the tracks as soon as brought in.

7. Transport of sleepers by water, by raft, or boat, or land.
Many of our sleepers are cut on the banks of the coastal rivers, and are brought to convenient depôts at Sydney or Newcastle by water in small sailing vessels. By land they are drawn from the forests to the railway on horse or bullock waggons, and are then taken where required by rail.

8. Staking of unpickled sleepers at the injection works or on the line. Average length of this period.
Sleepers are not chemically treated in this Colony. When brought in from the forests they are stacked at the depôts along the line and used as required, care being taken when staking to so arrange them that the air circulates freely through the heaps; and it is desirable that the ends exposed to the action of the sun's rays should be protected by a coat of paint to prevent splitting. A sketch of a stack is given below:—

9. Type, dimensions, and weights of sleepers of different woods for lines of varying importance.
All sleepers are rectangular in form, the dimensions of those for the main lines being 9 feet long, 10 inches wide, and 5 inches thick; and for branch lines 8 feet long, 9 inches wide, and 4½ inches thick. The average weight per cubic foot of ironbark, which is now the standard timber for sleepers, is about 75 lb., the large sleepers thus weighing about 235 lb., and the small about 169 lb.

10. Mechanical preparation of the sleepers; squaring the ends, adzing, boring, and tarring the seatings.
The trees from which the sleepers are cut, after being felled, divided into lengths with a saw; the sleepers are then hewn out to the required size, and when brought into the railway depôts are generally adzed for the rail-bed and bored for the fastening by machinery. No tarring is necessary.

11. Quantity of sleepers laid on the line, and per mile. Length of lines.
The number of sleepers now laid per mile of line (standard spacing for 71½-lb. and 80-lb. T rails) is 2,112. For branch lines, where the traffic is light, 1,936 per mile are used. The total length of single line open for traffic is 2,645 miles, and the total number of sleepers in the road is, approximately, 5,500,000.

12. Quantity of sleepers of each kind of wood, pickled and not pickled, used for the annual maintenance of the lines of varying importance (main lines, sidings, &c.)
As before stated, sleepers laid on these lines are not chemically treated, the timber being used in its natural state. The following gives the average number of sleepers used for maintenance purposes during the year ending 31st December, 1893, exclusive of those used in continuous relaying or resleepering. Main lines.—1,494 m. 37¾ c.; single line=38,343 sleepers, or 26 per mile of single line. Branch lines.—1,143 m. 3 c.; single line=16,654 sleepers, or 14 per mile of single line.

2. *Preservation of Sleepers (Injection, Immersion, Charring, &c.)*

Questions 13 to 25.
No antiseptic substances are used for the preservation of sleepers.

3. *Properties of Timber for Sleepers (Unpickled and Pickled).*

26. Average density and specific weight?
The specific gravity of ironbark is 1·20.

27. Weight of a cubic foot?
The average weight of a cubic foot of ironbark is 75 lb.

28. Capacity of absorbing moisture?
Ironbark is so dense that it absorbs very little moisture.

29. Inflammability?
Ironbark timber is not readily inflammable, for though it will burn and produce heat almost equal to coal under favourable conditions, in the track it is not at all liable to catch fire.

30. Liability to split with frost?
None of the colonial timbers are perceptibly affected by frost, or even by sudden changes from heat to cold; but the tests in this respect are not severe in this Colony, as the thermometer seldom falls below 27° Fahrenheit in the districts where railways have been constructed, and then only for very short periods.

31. Elasticity?
In this respect ironbark is probably equal to any timber grown, the modulus of elasticity being about 2,715,818 lb. per square inch.

32. Splitting—state the steps taken for preventing it?
No steps are necessary beyond those described in answer to question 8 for protecting sleepers in the stack. They seldom split when laid in the road.

33. Co-efficients of resistance (in lb. per square inch), compression and shearing, &c.?

	Red Ironbark.	Grey Ironbark.	White Ironbark.
	lb. per sq. inch.	lb. per sq. inch.	lb. per sq. inch.
Resistance to Tension	20,727	24,782	12,120
,, Compression	11,454	10,227	9,727
,, Shearing	2,200	2,175	2,206
Modulus of Rupture	19,626	19,212	18,617
,, Elasticity	2,713,112	2,613,669	2,915,710

34. Defects and waste of timber for sleepers?

The hardwood timbers if cut at the proper season are not subject to any special disease, but are liable to be attacked by white ants. These insects will completely destroy any piece of timber attacked in from one to three years; but they do not attack railway sleepers owing to the constant vibration due to passing trains. Sleepers only decay by the gradual perishing of the timber. Ironbark timber cut while the sap is down will last in sound condition as sleepers from twenty-five to thirty years. (*See* specimens forwarded to the Congress.)

4. *Circumstances in which the Sleepers have been brought into use.*

35. Nature of the sub-soil; degree of moisture or dryness?

The rainfall in this Colony where the railway lines exist varies from about 16 inches on the western plains to about 55 inches on the coast, giving an average of about 36 inches per annum; and as the shade temperature for nine months of the year is from 70° to 110° Fahrenheit, the soil is, as a rule, dry. Where, however, the formation is soft special attention is paid to the drainage, and an additional thickness of coarse bottom ballast is used. In some cases it is found advantageous to lay the sleepers somewhat closer, and so to better distribute the rolling loads.

36. Profile of the line and its influence on the life of the sleepers (embankments, cuttings, and tunnels), age and nature of the earthworks?

The longitudinal section of the line has practically no effect upon the life of the sleepers, but care is taken that the cross-section of the formation has a sufficient curvature to admit of proper drainage. Ironbark, constantly immersed in water or laid in a tunnel where the temperature is fairly even and the sleepers generally moist, lasts practically as long as if laid on a dry embankment, but it has been found that even sleepers of ironbark deteriorate in rock cuttings if they have not a sufficient cushion of ballast under them, owing to the hammering effect of the traffic.

37. Works of drainage (drains, stone drains, &c.)?

Sleepers are laid upon broken stone or gravel ballast, which admits of the free passage of water, and the formation both in cuttings and embankments is given a slight fall outwards from the centre, so that the moisture may pass off rapidly to open drains, which are provided between the edge of the ballast and the foot of the batter of the cuttings on each side. In the case of double or quadruple lines it is found necessary, through station yards, or in cuttings where the formation is soft, to lay in glazed earthenware pipe drains in the 6-foot space between the rails. These pipes are laid with open joints, and the trenches afterwards filled in with broken stone to admit of the water finding its way readily into the pipes—cesspits and gratings being provided at intervals.

38. Straight portions and curves (radii)?

On very sharp curves the rails naturally cut into the sleepers to a greater extent than on the straight road, but even on curves of 8 chains radius ironbark sleepers have withstood twenty years of wear.

39. Inclination of the line (rising and falling gradients and intermediate intervals)?

A very large proportion of the lines have gradients of 1 in 40, and there are also considerable lengths of 1 in 30 and 1 in 33, combined with curves of 8, 10, and 12 chains radius. A diagram section showing the gradients of the lines accompanies this report.

40. Width of the road (spreading of the gauge and super-elevation of the rails)?

The standard gauge of the track is in all cases 4 ft. 8½ in. The super-elevation of the rails is calculated for the various curves and speeds by the usual formula. The maximum speed of passenger trains for curves of from 8 to 12 chains radius is 20 miles per hour, and from 12 to 15 chains radius 25 miles per hour; from 15 to 20 chains radius 30 miles per hour, and above 20 chains radius 40 to 50 miles per hour.

41. Nature and depth of the ballast?

Whenever good stone, such as basalt, limestone, quartz, and porphyry, is obtainable this is used for ballast. It is broken to 2½-in. gauge and packed to a depth of from 5 to 6 in. under the sleepers, the latter also being boxed up with ballast. Where good stone is not procurable within a convenient distance clean river gravel is used. On a few portions of the line where traffic is exceptionally heavy, bottom ballast of hard stone, broken to a 4-inch gauge, is spread to a depth of 9 inches, and top ballast, as described above, having a total depth of 12 inches, is also provided.

42. Tamping and packing the sleepers?

Sleepers are packed from end to end, but rather more firmly under the rail, and for a distance of 18 inches on either side of it, than in the middle or at the extreme ends. This is done by means of ordinary beaters.

43. Spacing of sleepers at the joints, and of the intermediate ones?

In the standard 80-lb. T steel-road, now adopted for the main lines, the sleepers are spaced at the joints 1 ft. 8 in. centre to centre, the intermediate sleepers being spaced about 2 ft. 7 in. centre to centre. In the case of the 80-lb. bull-headed steel-road, which has been laid upon the Suburban Line, the spacing is 2 ft. 6 in. at the joints, and 2 ft. 6½ in. elsewhere. In the case of the 60-lb. and 71½-lb. T steel-road, the sleepers at the joints are spaced 1 ft. 8 in. centre to centre, and 2 ft. 9 in. elsewhere. (*See* Drawing No. 1 attached.)

44. Type and weight of the rails?

The following are the types now in use:—80-lb. bull-headed steel rails laid in 45-lb. cast-iron chairs, on the Suburban Line, Sydney; 80-lb. T steel rails on the main lines elsewhere; 71½-lb. T steel on the important branch lines, and 60-lb. T steel on branches where there is very little traffic. (*See* Drawings Nos. 1 and 2 attached.) There are at present about 137 miles of 75-lb. double-headed steel rails in 34-lb. chairs in the road, but these are being replaced by 80-lb. T steel as they become worn out, as also are the 281 miles of iron rails, which are still in the road.

45. Suspended or supported joints (opposite to each other or crossed)?

All rail joints are suspended, and are placed opposite to each other.

46. Fishing of the rails?

The standard types of fish-plates in use are shown on Drawing No. 2. The angle fish-plates have only recently been brought into use. These, it is found, give a stiffer joint, and prevent the rails from creeping.

47. Measures to prevent the lateral displacement of the joints?

To prevent lateral displacement of the road double spiking is adopted on the outside of all curves of less than 15 chains radius. The spaces between the sleepers are well filled in with ballast and the surfaces and ends also covered, great care being taken to do this in all cases. When the road is properly maintained in this manner lateral displacement is seldom observed.

48. Fixing of the rails on the sleepers, spikes or treenails (type, quantity per sleeper, and dimensions)?

In the case of the bull-headed rails used on the Suburban Line the chairs are secured to the sleepers by cup-headed spikes ⅞ in. in diameter and 6 in. in length; and for T rails the now adopted fastenings are ⅞-in. dog-spikes. ¾-in. dog-spikes and wood-screws of the same diameter were used formerly, but the latter are unsatisfactory, as it is found they do not hold as well as spikes. (*See* Drawing No. 2.)

49. Seatings on iron (steel) or on tarred felt between the bottom of the rails (or chairs) and the sleepers?

No bed-plates of any kind are used under the rails, as the timbers used are of so hard a nature that until decay sets in the rails or chairs cut in but little. This will be seen from the samples of old sleepers forwarded to the Congress.

50. Extent of the bearing surface of the different types of rails on the sleepers?

The cast-iron chair used with the bull-headed rail has an area of 107·89 square inches; the 80-lb. T rail an area of 50 square inches; the 71½-lb. T rail, when laid upon the large sleeper (*i.e.*, 9 ft. long x 10 in. x 5 in.), 47½ square inches; and when laid upon the small sleeper (*i.e.*, 8 ft. long x 9 in. x 4½ in.), 42¾ square inches; the 60-lb. T rail, which is laid upon the small sleeper (*i.e.*, 8 ft. long x 9 in. x 4½ in.), has a bearing area of 42¾ square inches.

51. Resistance of the sleepers of different woods to the drawing out of treenails or spikes?

From a series of experiments that have recently been made it has been found that the ⅞-in. dog-spikes used for securing the T rails to the sleepers can be drawn with an average pull of about 6 tons 1 cwt., the holes having been made by a 13/16-in auger.

52. Capacity of the different methods of laying wooden sleepers to keep the road true to line and gauge. Means of recording the extent of its departure from line and gauge, and method of preventing it?

In the case of D.-H. and B.-H. rails, all the spikes take the lateral thrust brought to bear upon the rails, and the timber used in sleepers is so hard that spreading is completely resisted. In the case of T rails on curves from 8 to 15 chains radius, the rails are double-spiked on the outside, and sufficient resistance is thus offered.

53. Climatic conditions (rain, snow, frost, thaw, and great heat)?

The average rainfall for the whole Colony is under 40 inches per annum. The shade temperature for the greater portion of the year, viz., from August to May, is from 70 degrees to 110 degrees Fahrenheit, and during the cold months seldom falls more than 4 or 5 degrees below 32 degrees Fahrenheit. Snow occurs but seldom, and only on short lengths of the more elevated portions of the lines, and there only during a few days of the coldest part of the winter months. The rainfall is, as a rule, heaviest towards the close of summer, and is, therefore, preceded and followed by extreme heat. This alternation of rain and heat damages the sleepers (which have not their surfaces well protected with ballast) to a greater extent than any other conditions they are subjected to.

54. Weight and length of wheelbase of locomotives?

See diagram No. 3 attached.

55. Number, speed, and tonnage of trains?

See diagram No. 4 attached.

56. Nature of traffic?

About two-thirds of the whole is the passenger traffic, carried in trains averaging with stoppages 30 miles per hour, and attaining maximum speeds of from 50 to 60 miles per hour. Goods, live stock, and other traffic is carried at speeds not exceeding 30 miles per hour, and averaging about 18 miles per hour.

5. *Conclusions.*

57. Deteriorations observed in sleepers, unpickled and pickled; cause of their being withdrawn from service (per cent. of sleepers laid down)?

See answers to questions Nos. 12 and 34.

58. Life of sleepers of different woods, pickled and unpickled, in the main lines, under various amounts of traffic?

When felled at the proper season, ironbark sleepers last from twenty-five to thirty years. If they are cut while the sap is up they last from twenty to twenty-five years. No other timbers, with the exception of a small percentage of red gum (*E. rostrata*), are now used for sleepers. Red-gum sleepers of the best quality last from fifteen to twenty years.

59. Life of sleepers in sidings?

For sidings it is customary to use worn sleepers that have been recovered from the main lines.

60. The most advantageous type of sleepers from the point of view of their life ?

No timber is procurable here equal to ironbark, and when hewn into sleepers, 9 ft. x 10 in. x 5 in., are by far the best and most durable. The ironbark obtained from the coastal districts being considered preferable to that grown inland.

61. Best means to increase the resistance of sleepers to wear and tear ?

No means other than keeping the fastenings tight and the road well packed and ballasted are here necessary to prevent wear and tear.

62. The best process of impregnation from the point of view of the life of the sleepers ?

As has already been stated in answer to question No. 8, no process of impregnation is adopted on these railways—none is necessary.

6. *Appendix.*

63. Samples of sleepers of different kinds of woods, unpickled and pickled, new and after having served a certain number of years, unsound and injured. Notice of the despatch of the samples should be given to the Reporter at the address given at the head of this paper, as also the address of the manager of the laboratories which have undertaken the tests ?

Specimens of old sleepers, taken out of the road after twenty-five years of use, are forwarded to the Congress, and also specimens of the new sleepers now being used. The tests required under this report were carried out under the direction of W. T. Foxlee, M. Inst. C.E., Engineer to the Railway Commissioners.

64. Samples of antiseptic substances (half a litre) ?

Antiseptics are not used.

65. Specification for the supply of sleepers of different woods ?

A copy of the standard specification for the supply of sleepers is attached.

66. Specification for the supply of antiseptic substances ?

None used.

67. Forms for taking sleepers into stock ?

This information is kept in the ordinary stock books of the Department.

68. Descriptions, drawings, tables, and notes concerning the shops for the mechanical preparation and the works for the impregnation of the sleepers ?

No special shops are provided for such work.

69. Specification and rules for all processes through which the sleepers pass, such as their preparation, impregnation, stacking, laying, service, &c. ?

This work is done departmentally under the direction of the engineers. No specification is, therefore, necessary.

70. Experiments and observation in reference to sleepers ?

No better test can be given than that actually occurring to the ironbark sleepers in the road, and they have been thoroughly tested in this respect. Subjected to all sorts of weather, frequently uncovered and exposed to rain and fierce heat, there are at present many sleepers in the road (still sound) which were laid in when the lines were first constructed thirty years ago.

71. Net cost of sleepers and their mechanical preparation (timber, cutting up, transport, adzing, boring, &c.) ?

Owing to the very heavy fall in the price of labour in this Colony, first-class ironbark sleepers up to full standard size, viz., 9 ft. by 10 in. by 5 in., which four years ago cost from 4s. 6d. to 5s. each, can now be obtained for from 3s. 6d. to 3s. 9d. per sleeper delivered at the railway depôts. The only further preparation necessary, viz., adzing for the rail-bed and boring for the spikes, costs about 2d. per sleeper when this is done by machinery.

72. Net cost of impregnation (antiseptic substance, manual labour, management, sinking fund to pay off cost of erection of works, &c.) ?

Nil.

73. Cost of erection of works for the impregnation of the sleepers, and shops for the mechanical preparation ?

Nil.

74. Statistics of the service of sleepers (tables, diagrams, &c.) ?

See answers to questions Nos. 11, 12, 58, 59, and 70.

[One diagram.]

Sydney: Charles Potter, Government Printer.—1895.

NEW SOUTH WALES GOVERNMENT RAILWAYS

DETAILS OF DUPLEX KEY INTERLOCKING SYSTEM FOR SIDINGS

— Scale —

0 1 2 3 4 5 INCHES

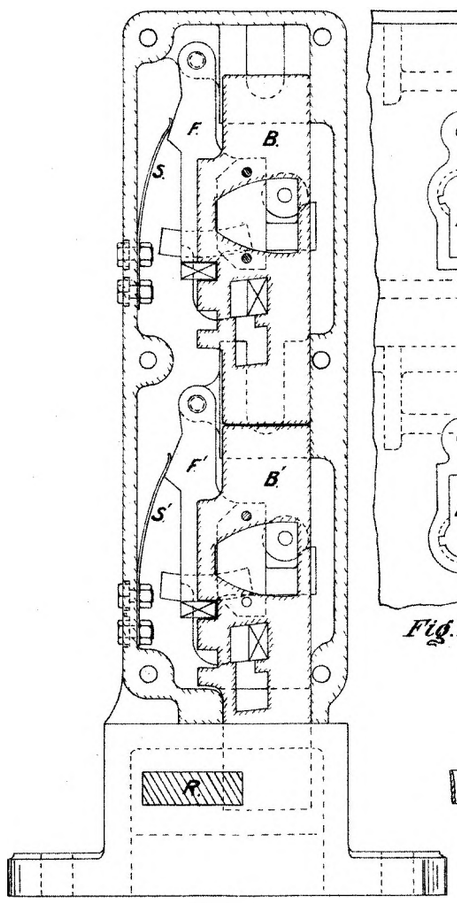


Fig. 1.

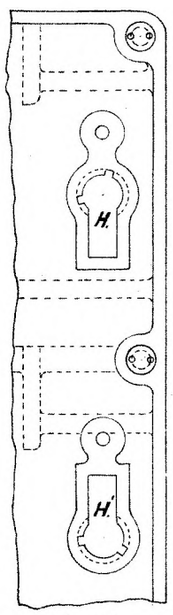


Fig. 2.

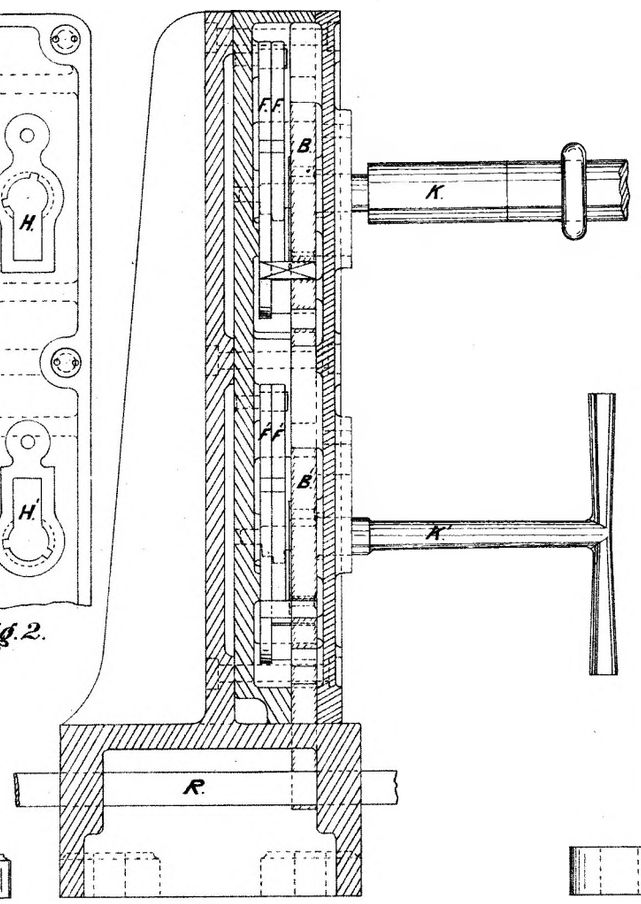


Fig. 3.

— DUPLEX LOCK FOR CATCH POINTS —
Released by Staff Key

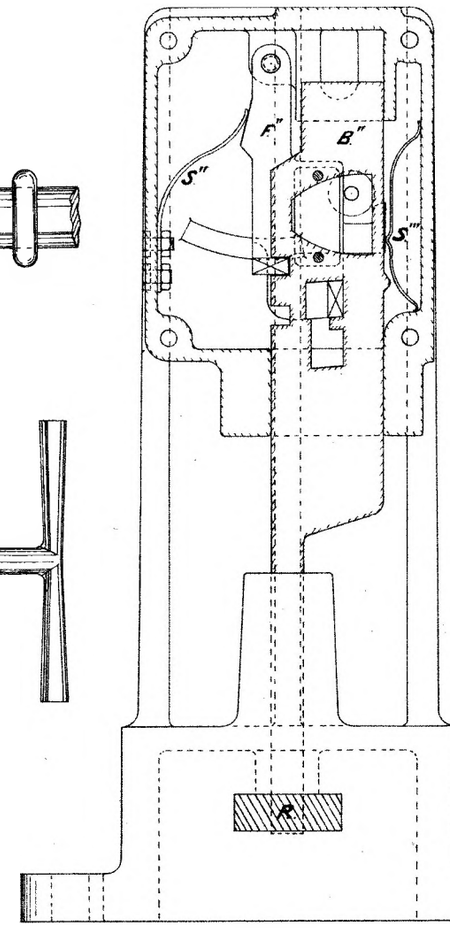


Fig. 4.

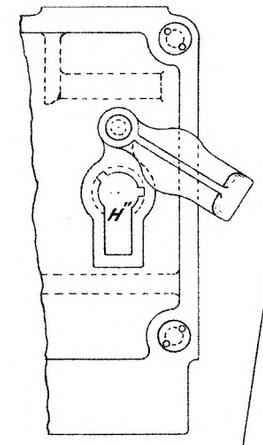


Fig. 5.

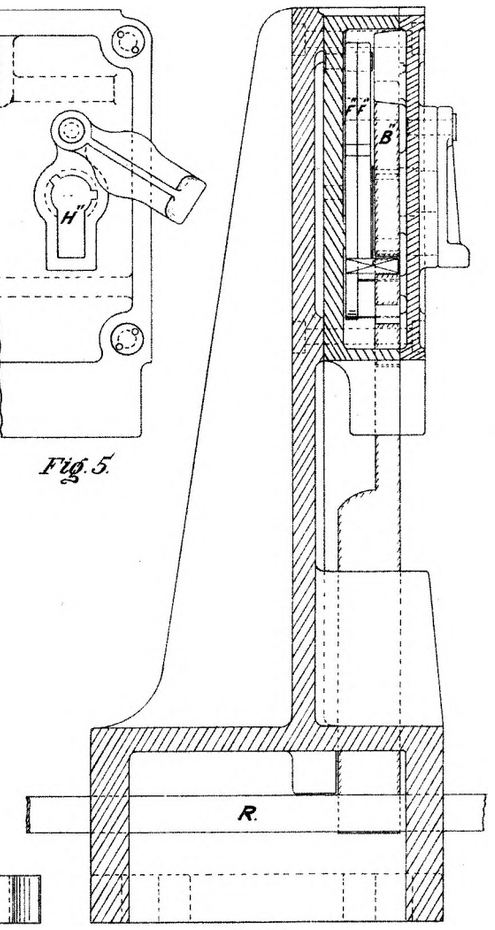


Fig. 6.

— BRACKET LOCK FOR MAIN LINE FACING POINTS —
Released by lower Key of Duplex Staff or Tablet Lock.

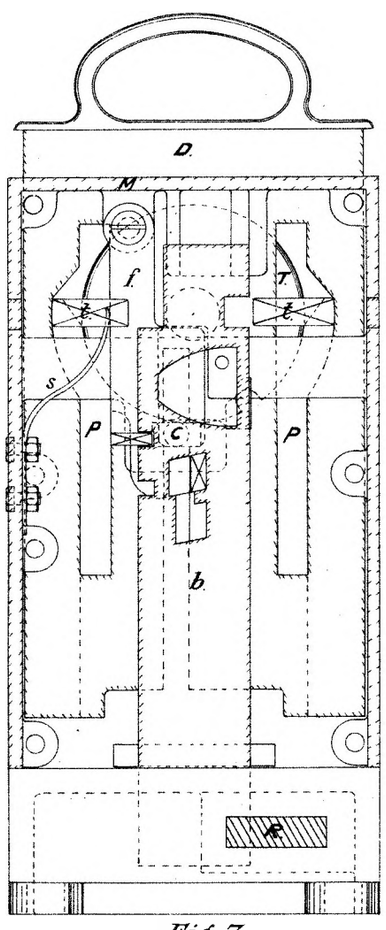


Fig. 7.

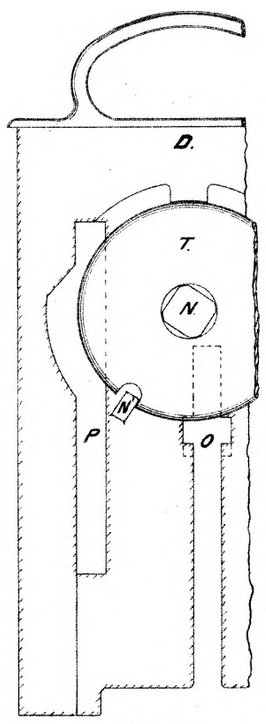


Fig. 8.

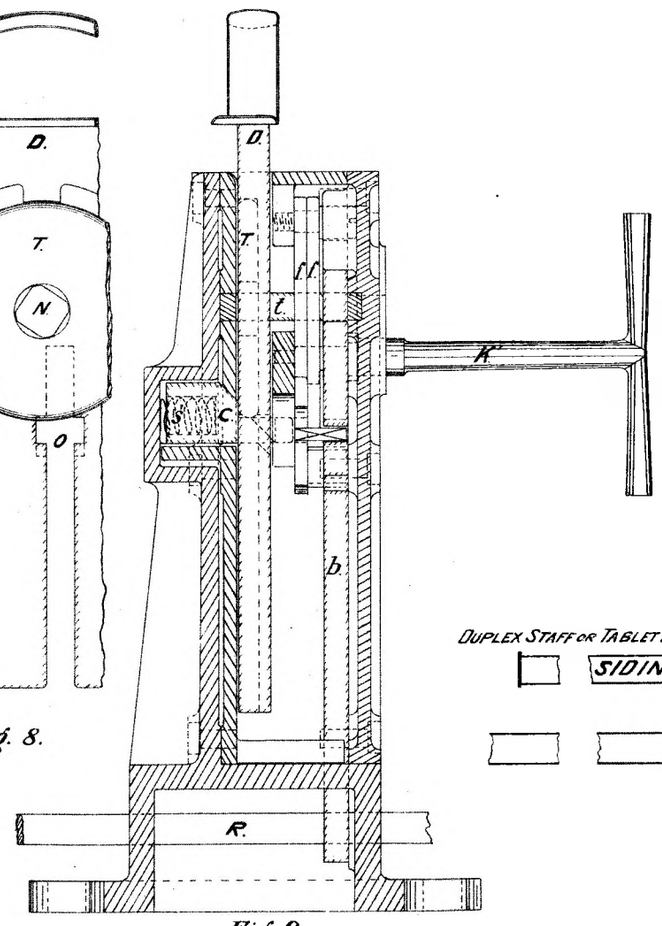
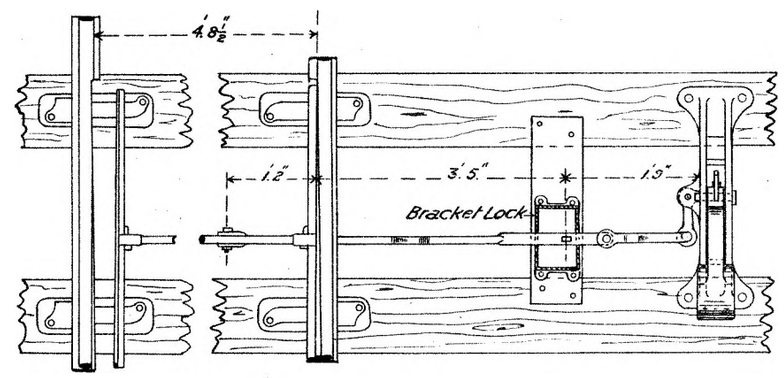


Fig. 9.

(Sig. 223)

— DUPLEX LOCK FOR CATCH POINTS —
Released by Electric Train Tablet direct



Mode of Fixing Bracket Lock.

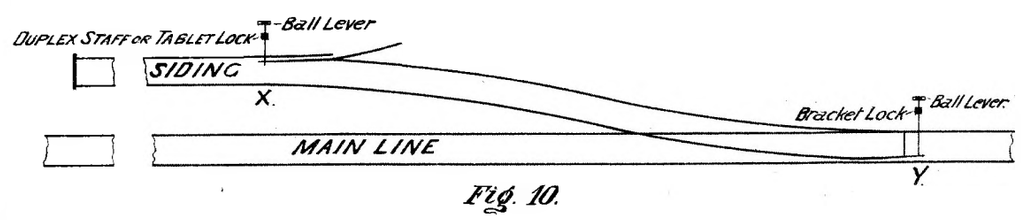


Fig. 10.

Chas Bilkin
Interlocking Engineer.
26/7/94.

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

1895.

NEW SOUTH WALES.

PARLIAMENTARY STANDING COMMITTEE ON PUBLIC WORKS.

REPORT

TOGETHER WITH

MINUTES OF EVIDENCE AND PLAN,

RELATING TO THE

PROPOSED DEVIATION

AT

LOCKSLEY, GREAT WESTERN RAILWAY.

Presented to Parliament in accordance with the provisions of the Public Works Act, 51 Vic. No. 37.

SYDNEY: CHARLES POTTER, GOVERNMENT PRINTER.

[1s. 3d.] 367—A. 1895.

MEMBERS OF THE COMMITTEE.

LEGISLATIVE COUNCIL.

The Honorable FREDERICK THOMAS HUMPHERY, Vice Chairman.
The Honorable JOHN DAVIES, C.M.G.
The Honorable JAMES HOSKINS.
The Honorable CHARLES JAMES ROBERTS, C.M.G.
The Honorable WILLIAM JOSEPH TRICKETT.

LEGISLATIVE ASSEMBLY.

THOMAS THOMSON EWING, Esquire, Chairman.
HENRY CLARKE, Esquire.
CHARLES ALFRED LEE, Esquire.
JOHN LIONEL FEGAN, Esquire.
ANGUS CAMERON, Esquire.
THOMAS HENRY HASSALL, Esquire.
GEORGE BLACK, Esquire.
FRANCIS AUGUSTUS WRIGHT, Esquire.

MEMBERS OF THE SECTIONAL COMMITTEE.

THOMAS THOMSON EWING, Esquire, Chairman.
The Honorable WILLIAM JOSEPH TRICKETT.
ANGUS CAMERON, Esquire.
THOMAS HENRY HASSALL, Esquire.

GENERAL INDEX.

Report by the Committee.
Minutes of Evidence taken by the Committee.
Report by the Sectional Committee.
Minutes of Evidence taken by the Sectional Committee.
Plan.

LIST OF WITNESSES.

[*Examined by the Committee.*]

	PAGE.
Hugh McLachlan, Esq., Secretary to the Railway Commissioners	1–5, 13–15
Henry Deane, Esq., Engineer-in-Chief, Railway Construction Branch, Department of Public Works	5–8
Harry Richardson, Esq., Outdoor Traffic Superintendent, Department of Railways	8–11
Edward Andrew Loughry, Esq., Outdoor Locomotive Superintendent, Department of Railways	11–13
John Vernon, Esq., Estate and Property Agent, Department of Railways	16
William Thow, Esq., Chief Mechanical Engineer, Department of Railways	16–17

[*Examined by the Sectional Committee.*]

Mr. Joseph Alexander Heylin, farmer and grazier, O'Connell	1

PLAN.

N.S.W.R. Western Line, Locksley Deviation.

PARLIAMENTARY STANDING COMMITTEE ON PUBLIC WORKS.

DEVIATION AT LOCKSLEY, GREAT WESTERN RAILWAY.

REPORT.

THE PARLIAMENTARY STANDING COMMITTEE ON PUBLIC WORKS, appointed during the present Session of Parliament, under the Public Works Act of 1888, 51 Vic. No. 37, the Public Works Act Amendment Act of 1889, 52 Vic. No. 26, and the Public Works (Committees' Remuneration) Act of 1889, 53 Vic. No. 11, to whom was remitted for consideration and report "the expediency of constructing a deviation at Locksley, on the Great Western line of railway," have, after inquiry, resolved that it is expedient the deviation should be constructed; and, in accordance with the provision of sub-section IV, of clause 13, of the Public Works Act, report their resolution to the Legislative Assembly:—

1. The length of the deviation is 4 miles 46 chains, and the official description of the proposed work represents it as leaving the main line at 129 miles 65 chains from Sydney. From this point it passes over a summit lower than that which the line at present goes over, to the south, and returning to the original line, crosses it on the level at 133 miles 21 chains deviation mileage. Thence it runs on the northern side of the present line for a short distance, and joins the line again at 134 miles 31 chains. Compared with the portion of line it is intended to replace, the deviation shows an increase in length of about 1 mile 13 chains. The sharpest curve upon it is 15 chains radius. The works in connection with it will be moderately heavy. Official description.

2. The estimated cost of carrying out the deviation is given by the Engineer-in-Chief for Railway Construction as £47,500, or £10,382 per mile, exclusive of land and compensation; but the Railway Commissioners are of opinion it can be done for £46,000. The estimate of the value of the land required and of claims for severance is less than £1,000. Estimated cost.

3. The Committee have examined the Secretary to the Railway Commissioners, the Engineer-in-Chief for Railway Construction, and the Outdoor Traffic Superintendent, the Outdoor Locomotive Superintendent, the Estate and Property Agent, and the Chief Mechanical Engineer, of the Department of Railways; and a Sectional Committee have visited Locksley and examined the route of the proposed deviation, and the surrounding locality. The Committee's inquiry.

4. The deviation is recommended by the Railway Commissioners in accordance with their policy of reducing grades with a view to greater convenience and economy in the working of the railway traffic. Near Locksley, which is situated on the Great Western Railway, between Tarana and Brewongle, at a distance of 15 miles from Bathurst, there are grades of 1 in 33 and 1 in 40 against traffic going westward, and of 1 in 40 against loads conveyed eastward or towards Sydney. These heavy grades materially interfere with an economical and efficient working of the traffic. Train loads which are in excess of what a single goods engine can draw over the grades have to be divided and hauled in sections, or taken over by employing additional engine power. This entails considerable expense and loss of time. If the proposed deviation be carried out, the grades will be improved to 1 in 55 in the case of Reasons for the proposed work.

 traffic

traffic going westward, and to 1 in 80 in that of trains travelling eastward, by which alteration the number of trucks drawn by the ordinary goods engine over this portion of the Great Western Railway will be very largely increased, and traffic operations will proceed without interruption, and with greater economy. The Committee are informed that by the improvement of grades on various portions of the railways the Commissioners have up to the present time effected a saving in working expenses to the estimated extent of £100,000 per annum by an expenditure of £330,000. In the present instance, with an expenditure of £47,500, it is estimated that the saving will be £3,332 a year, or 7 per cent. on the outlay. Taking the traffic of last year as a basis, the Outdoor Traffic Superintendent states that by means of the deviation 750 trains fewer than now will run between Eskbank and Bathurst in the year, and in connection with these 750 trains there will be a saving of 2s. 6d. per train mile in running expenses. The evidence of the Chief Mechanical Engineer of the Railway Department also gives a very important reason in favour of what is proposed. He explains that when the Locksley grades are removed the line as far as Dubbo will be practically clear of difficulty, for though there are parts of the railway westward of Locksley showing a grade of 1 in 40, these are only short lengths, and having passed Locksley a train will meet no obstacle preventing it from drawing a maximum load at the required speed. The Commissioners regard the deviation as not only desirable for the better control of the traffic, but as an alteration that will be a success financially.

Time required to carry out the proposed work.

5. According to the evidence, it is estimated that the work of carrying out the deviation can be done in from three to six months. If it should be done in the shorter period, the number of men employed, the Committee are informed, will be about 1,000; and if in the longer, 500.

Sectional Committee's Report.

6. The Sectional Committee, as will be seen from their report, state that on comparing the present line to Brewongle with the proposed deviation "they were struck with the easier grades obtainable by the proposed route, and notwithstanding the greater length, the advantage of the deviation to traffic was at once apparent." The deviation, they found, would be of importance to O'Connell, a small farming centre in the neighbourhood, and to any traffic finding its way through O'Connell to the railway station at Locksley or Brewongle, but that it would be necessary to provide accommodation for goods and passengers at the intersection of the Locksley-O'Connell Road. The apparently excessive cost of the deviation, they state, is mainly due to the mountainous character of the country, which, at an average depth of 3 feet 6 inches below the surface, is composed entirely of granite rock. This rocky condition of the country is shown upon the working plans for the carrying out of the deviation. The Sectional Committee recommend:—(1) That the deviation be carried out as proposed. (2) That suitable accommodation for goods and passengers be provided at the intersection of the Locksley-O'Connell Road.

The decision of the Committee.

7. After careful inquiry, the Committee are of opinion that the deviation is a work that should be carried out with as little delay as possible, and have recorded their decision in the following resolution, which was passed unanimously:—

"That, in the opinion of the Committee, it is expedient the proposed deviation at Locksley, Great Western Railway, as referred to the Committee by the Legislative Assembly, be carried out."

THOS. EWING,
Chairman.

Office of the Parliamentary Standing Committee on Public Works,
Sydney, 17 December, 1895.

PARLIAMENTARY STANDING COMMITTEE ON PUBLIC WORKS.

MINUTES OF EVIDENCE.

DEVIATION AT LOCKSLEY, GREAT WESTERN RAILWAY.

THURSDAY, 12 *DECEMBER*, 1895.

Present:—

THOMAS THOMSON EWING, Esq. (CHAIRMAN).

The Hon. FREDERICK THOMAS HUMPHERY.	CHARLES ALFRED LEE, Esq.
The Hon. JOHN DAVIES, C.M.G.	JOHN LIONEL FEGAN, Esq.
The Hon. JAMES HOSKINS.	ANGUS CAMERON, Esq.
The Hon. CHARLES JAMES ROBERTS, C.M.G.	THOMAS HENRY HASSALL, Esq.
The Hon. WILLIAM JOSEPH TRICKETT.	GEORGE BLACK, Esq.
HENRY CLARKE, Esq.	FRANCIS AUGUSTUS WRIGHT, Esq.

The Committee proceeded to consider the Proposed Deviation at Locksley, Great Western Railway.

Hugh McLachlan, Esq., Secretary to the Railway Commissioners, sworn and examined:—

H. McLachlan, Esq. 12 Dec., 1895.

1. *Chairman.*] You come here under instructions from the Railway Commissioners? Yes.
2. Have you a statement respecting the proposed deviation? I do not know whether you have the report of the Railway Commissioners on the subject.
3. Yes, we have;—you have seen that already, no doubt? Yes; I have the report here which was submitted by the Railway Commissioners.
4. You desire to hand that in? It was the intention of the Commissioners to have this report handed in to the Committee.
5. You hand this paper in then as evidence? Yes.
6. Have you anything to add? I do not know whether there is anything for me to add. I think it will be generally understood, from the various reports on similar matters that it has been part of the Commissioners' policy to endeavour to reduce the grades on the railway lines of the Colony. Our lines, unfortunately, have many severe grades. It is the grades which limit the loads to be hauled; and in many instances these severe grades occur in the middle of a section. The Commissioners have, during their term of office, obtained through Parliament certain votes for the improvement of these grades. A report, I might draw the attention of the Committee to, was submitted by the Commissioners in 1894 or 1895—a supplementary report, in which they stated that the estimated saving in working expenses by the improvements to grades which had been carried out amounted to the sum of £100,000 per annum. The reduction of the grade in question, they consider, will not only be an economical work, but will also prove a commercial success. Financially, it is a work they consider worth undertaking. The Commissioners desire me to give the Committee this plan, showing the grades and the object they have in cutting this grade out. It is between Eskbank and Bathurst. The present grade limits the loads hauled between these two points very considerably. For instance, the load for the "O" class of engine, unassisted, between these two points would be twenty-three ordinary trucks. The "O" class is the American passenger engine. The heavy American engine draws ordinarily thirty trucks over that section, and with the old "B" class engine the load would be nineteen trucks. But if the proposed deviation is carried out the loads would be lifted in each case from twenty-three to thirty-five trucks, from thirty to forty-five trucks, and from nineteen to twenty-nine trucks. That is, roughly speaking, in each case an increase of about 50 per cent. And the officers of the Railway Department, in working out a statement showing the saving which would be effected in the working of trains and other ways, estimated they would have a saving, if the proposed deviation were carried out, of over £3,000 per annum. The Commissioners in their report mentioned that fully 7 per cent. on the cost of the line would be made if the deviation proposed were carried out.
7. You told us the Commissioners were saving £100,000 per year by cutting out the heavy grades? That is their estimate of the saving effected by improvements which have been made to the grades.
8. What did it cost to make these improvements? Well, the amount which has been voted and spent up to the present, since 1890, is £330,000.
9. You inform the Committee, then, that the expenditure of £330,000 in cutting out grades has resulted in a saving of £100,000 a year? The Commissioners estimate that as the saving. The last grade cut out was on the Southern line. The load in this case was formerly limited to twenty-six loads—it was on the Goulburn side of Moss Vale—and since the reduction of the grade the load has been lifted from twenty-six to forty trucks. This is an instance of the advantage it is to have severe grades cut out; and it is apparent there must be a great advantage gained if the proposed work is done, because on a single line a heavy

H. McLachlan, Esq.

12 Dec., 1895.

heavy grade limiting the grades cause considerable delay. At the present time there was great difficulty in working the trains over the Southern line, and consequently a great deal of the traffic was being worked over the Western line to relieve the Southern line.

10. And this is the only block there is? It is the only serious block on that section; but there is a steep grade at Marrangaroo. I do not know, however, whether the Commissioners would think a sufficient saving could be effected to warrant the cutting out of the grade there.

11. *Mr. Hoskins.*] With regard to this estimated saving of £100,000, are the Committee to infer that the saving is made by being able to take much heavier trains over the road now? Very largely; and by the saving of time.

12. The grades on this length between Eskbank and Locksley are 1 in 33 and 1 in 40? Yes.

13. Are there any grades as steep as that east of Eskbank? Yes.

14. Well, why, then, was this proposal for the deviation between Eskbank and Locksley selected in preference to the other steep grades further east? As a matter of fact, the Commissioners are cutting out grades further east, and have already asked the Government to cut out a grade of 1 in 33 further east.

15. But you have grades of 1 in 33 approaching the Zigzag? That is one asked to be cut out.

16. Well, if this proposal is sanctioned with a view to reducing the grade, will you not, with trains going west from Sydney, have the same difficulty as before? No; because in several places we use a push-up engine to get over the sharp pinches. That is done on the Zigzag. Otherwise than at a couple of places, where an assisting engine is used, there is a clear run to Sydney.

17. Then, even supposing this proposal is sanctioned, you would still have two places between Bathurst and Sydney where it is necessary to use a push-up engine? I think there are two places where you would use a push-up engine. It is not the cost of the actual use of the additional engine so much as having to send it to the middle of the line.

18. Do you know whether these places are near stations where stationary engines might be kept? Yes. With regard to the details of working the trains over the line, the Commissioners would be very glad to ask a traffic officer to give evidence as to difficulties at present to be met with in working the line.

19. Will you kindly name these officers you suggest? I have asked Mr. Richardson, Traffic Superintendent, to be at hand, in case the Committee desire him to give evidence.

20. Would it not be advisable, also, to call officers of the Locomotive Department? Yes; the Commissioners will be very happy to detach a locomotive officer to give evidence. So far as the every-day traffic work is concerned, it would be better the evidence should come from officers engaged on such work. It would come with more accuracy from the locomotive or traffic department.

21. I would like to ask you whether you can tell the Committee what data the Commissioners have which would enable you to give the amount of saving that would be effected by the construction of this deviation? The data I have is obtained from the report of the officer I have referred to, in which he says there will be a saving of, I think, 34,763 train miles per annum. Allowing 2s. 6d. per train mile, and deducting from it an amount for assisting engines, it gives a saving of £3,332 per year, based on the present traffic. That, on the cost, put down at £46,000, would give a return of about 7 per cent.

22. The estimate of the probable expense to be incurred in making the deviation does not include the cost of resumption of land? I understand that is not heavy.

23. How much land will have to be resumed? Mr. Deane can give the figures respecting land resumption. I think the amount of compensation for land has practically been determined by the Department.

24. You must see it is material that the Committee should know what would be the actual cost of the construction of this deviation and the resumption of land? Yes. Probably Mr. Deane will be able to supply the information respecting the cost of land resumption; but, if not, I can obtain it.

25. The Chairman expresses the wish to know what the original line cost in construction;—can you say? It has never been worked out—the exact cost of any intermediate section. With regard to the advantages to be gained by the construction of the deviation, there is one additional point I might refer to in its favour. The proposed new length of line deviates towards O'Connell, and the Commissioners propose to erect a platform at the most convenient site near O'Connell, which will reduce the journey the people there have to make to the line by about one-half, and this will make it generally much easier for traffic from that locality.

26. Do you generally keep a spare engine at Lithgow station? Yes; there is generally a spare engine there.

27. Therefore, taking the ordinary traffic, there would be little delay in getting an engine to assist a train up the Zigzag? No.

28. You have told us that the fact of reducing the grades from 1 in 33 and 1 in 40 to 1 in 55 and 1 in 80 would enable you to have much longer trains, but how would you get over the difficulty of the ends of the Zigzag not being long enough to take these long trains? They are long enough. The upper end has been lengthened. They will take fourty-four trucks. I think the Zigzag ends will take as long a train as we want at the present time.

29. *Mr. Davies.*] What is the difference between the proposed deviation and the old portion of the line proposed to be abandoned? It will be over a mile longer.

30. Will the curves be sharper than those on the mountain? No; much easier. The sharpest, I think, is 1 in 15. Mr. Deane can give the Committee full particulars.

31. What is the heaviest load you carry at present on the old line;—sometimes, I suppose, they would run two engines, and carry practically what they do to-day? Practically, with one engine, it will be 50 per cent. greater.

32. Is it the practice of the Department to split the trains? Yes.

33. That would not be necessary if the deviation were carried out? No. The Baldwin engine would carry thirty-five ordinary trucks, and the consolidated would carry about forty-five.

34. What is the gross tonnage of these trucks? Well, I cannot say; but fully loaded, from 400 to 450 tons.

35. Have you loads as much as that at the present time? Yes.

36. Each has to be split? Yes. There is stock, wool, and grain always travelling from Orange, George's Plains, &c. Sometimes they run double trains—one engine behind—one pushing and the other drawing.

37. How do the Commissioners arrive at the annual saving which would be effected by the traction over the Western line? By the number of train miles which would be saved.

38.

H. McLachlan, Esq.
12 Dec., 1895.

38. In the calculation, have you taken into account wear and tear? Well, 2s. 6d. per mile is assumed to be a fair charge. Our average charge is 4s. 1½d.; it was last year. Two shillings and sixpence was fixed as a fair sum, as against 4s. 1½d., so we are taking nothing like the average cost of the trains for the whole system.
39. You regard 2s. 6d. as a fair minimum? Yes.
40. *Mr. Trickett.*] In this distance of 4½ miles, there will be an increase on the present length of journey of 1 mile 12 chains? Yes.
41. Will that lengthen the journey? No, I think not; because part of the present line is up a grade of 1 in 33, and the speed of a train over that would be only about one-half of what it would be on the proposed easier grade.
42. And as to the wear and tear over the increased length of line? I asked one of the officers for particulars as to speed, &c., and he says, "With respect to the difference in speeds on grades 1 in 33 and 1 in 55 I estimate that a train of equal weight that can ascend a grade of 1 in 33 at 15 miles an hour would be able to ascend a grade of 1 in 55 at 28 miles per hour."
43. Then the wear and tear over this longer, though more level line, would be about as little as over the extreme grades of the present line? Yes; I think one would about counterbalance the other.
44. You remember that some time ago there was a proposal to consider the construction of a deviation near the Clarence Tunnel;—if this work is carried out, and that is ultimately decided upon, will this work we are at present dealing with be thrown away? No. This is right down near Bathurst.
45. Those are the various places marked on the plan? Yes, as it exists at present, and that is the part proposed to be cut out, in red.
46. Are there any other parts of the line where deviations are likely to occur? I do not quite follow you.
47. You said at the beginning it was the policy of the Railway Commissioners to cut out these steep grades; but if in such a short length of line as 4½ miles, you are going to have an additional length of 1 mile 12 chains, it would be a consideration if that is going to occur frequently? It would not occur frequently; grades already cut out, at Lapstone, I might point out, having made a saving of about 60 chains, so that takes away more than half of the additional distance to be covered here.
48. As far as you foresee, what additional length you have in one part will be compensated in another? I would not say that altogether, but to a certain extent. On the western railway, the Commissioners have shortened the whole line by deviations between Mount Victoria and Penrith.
49–50. Can you separate the saving in time from working expenses? It would be difficult to do that. It is a thing one cannot state in money, but it is a source of economy and great convenience.
51. Seeing this proposed work will cost about £11,300 a mile, can you give the Committee any reason why that large expenditure is necessary? Mr. Deane surveyed it, and I understand he is to give the details respecting it.
52. The reason the Commissioners recommended it was chiefly from a commercial point of view? Yes; and for the benefit of the railway working.
53. Will you tell the Committee why the Commissioners decided on this particular point to commence operations? As you can see, it is a very sharp grade.
54. But you say there are other sharp grades? This one is the worst there is in 400 miles of railway.
55. Would the ordinary traffic of the Western Line justify this large expenditure in cutting out this grade proposed to be abandoned? Yes.
56. Have you any idea of the cost of the portion of line proposed to be abandoned? No.
57. How is it proposed to carry out this work? I think it will be carried out by contract. I do not know whether that is settled. The Commissioners have carried out similar work by contract.
58. Have you any data to show how long the work would take? No; the engineer would tell you that. It would, no doubt, depend upon the number of men engaged.
59. I would like to have it made clear, why there is a necessity for making the proposed deviation;—it has stood over for so many years;—is there any reason why it should not remain over for a further number of years? As I have previously said, the Commissioners have made it part of their policy to cut out these severe grades, which tell so severely on the traffic. The Commissioners estimate, after carefully considering the matter, that by the reduction of the grades since they have been in office, that the saving amounts to £100,000 a year. The improvement of these grades means a great reduction in the cost of working. The Commissioners say the saving is made, only after very careful consideration, and it is proved by the facts disclosed in the report of the Railway Commissioners.
60. In your previous reduction of the grades, has that been carried out by abandoning the existing line or by reducing the grade on the existing line? It has been done in both ways.
61. In those cases where the line has been abandoned have you taken into calculation the cost of the line which has been abandoned? Not in bringing the matter before the Committee. Of course, at the same time, the Commissioners have to pay interest on the whole sum. But taking this case, £46,000 is the cost of doing the work without taking into consideration the cost of the line displaced. Of course, the Commissioners do not take the abandoned line out of their capital account. It is still there, and paying interest.
62. *Mr. Hassall.*] Is it not a fact the Commissioners have on the existing line improved the grades in many places (say) between Penrith and Mount Victoria? Yes.
63. And, consequently, are able to haul longer trains with a single engine than formerly? Yes.
64. Have you any knowledge of any accidents having occurred by the use of two engines; are you not aware it is rather dangerous to run trains with two engines? There is a certain amount of risk which is always entailed by running trains with two engines. There is always a risk with double engines.
65. Have you any recollection of an accident having occurred to a stock train? I do not recollect any at that point, but we have had several accidents in other places through using two engines, and therefore, as a matter of safety, it would be a wise thing to reduce the grade so as to be able to run trains with only one engine.
66. Have you any idea of the settlement at O'Connell? No, I have not; but one of our officers reported it would be more convenient for the traffic from there if a platform were erected, and a resident of the locality told me it would give a little extra traffic.
67. What I wanted to know was whether the settlement was sufficient to bring any increased traffic;—

can

H. McLachlan, Esq.

12 Dec., 1895.

can you say whether it is? That I do not know; but I am aware there is a farming population about there, and I believe it would bring some traffic.

68. *Mr. Fegan.*] You have said there would be a great saving in time if this grade were cut down? Yes; a great saving in the cost of working. I did not mean there would be such a great saving in time as in the cost of working.

69. What saving of time do you think there would be, taking (say) a month? Well, to an individual train, in running there would be no saving of time. It is a thing which has not been estimated, and which would be a difficult thing to estimate; but where you have one train on a single line where before you had two there must be a saving.

70. And yet one of the chief features in the working of your Department is the saving of time? In this case it would be a reduction of trains.

71. But taking your Department through, the saving of time is an important item? Certainly.

72. Now, in carrying out this deviation, I suppose you do not know what number of men would be employed? Well, that all depends upon what time will be given for the work to be carried out. It would perhaps mean that 1,000 men would be engaged if the work were carried out in three or four months. To do the work in about six months, about 500 men would require to be engaged.

73. You have said you have an engine at Eskbank to assist trains on the heavy grades? Yes; to assist up the Zigzag.

74. You have a depôt at Wallerawang? Yes.

75. What is the distance between Wallerawang and Locksley? Twenty-five miles.

76. And you think that too far to send an engine to assist heavy trains up this grade? Yes; it would be far cheaper to cut out the grade.

77. You have recently completed several deviations? Yes.

78. And on completion, have you found any results beneficial to the Department? As I have already mentioned, the Commissioners think they have derived immense benefit from the reduction of the grades; and in their supplementary report, laid before Parliament, they estimated the saving to the Department effected thereby amounts to about £100,000 per annum.

79. But recently you have finished some on the Northern line? Yes; near Muscleborook, and at Toowong. It increased the load to Singleton. The old load was twenty-one trucks; the new load is thirty-eight trucks. The American engines formerly took thirty trucks, now they take forty-eight trucks.

80. Was that a very great consideration? Yes.

81. And a consideration, I suppose, from all accounts, that will pay the Department for the money expended? Yes.

82. And you think the same result will accrue by cutting down this grade? Yes.

83. Has this been suggested until recently? The Commissioners have had it in view for some time? Of course, they cannot carry out everything at once; but they have had this work in view for some time.

84. Can you tell the Committee what is the average traffic over there? I think the Traffic Officer could tell you that.

85. I suppose you have not any idea, from memory, as to what will be paid for compensation for this land? No. If Mr. Deane has not the figures I can get them.

86. Necessarily, that will go on to the expense? Yes; but I know it will not be a very heavy matter.

87. *Mr. Cameron.*] Have you any idea of what the earnings are between these two points? No; it would be a difficult thing to take out the earning on any section of a line.

88. *Mr. Roberts.*] Have you a list of the alterations in grades which have been carried out since the Commissioners took office? No; I have not a list.

89. Could you tell the Committee, from memory, of the most important ones, and whether the anticipations of the Commissioners have been realised in each case? Yes; I think the anticipations of the Commissioners have been realised in each case, because they knew what would be the result before cutting out the grades.

90. Is it a matter of actual fact that engines can carry double the load if grades are made easier, so that a pretty accurate calculation can be made as to what the result is going to be; I presume the recent deviations have been made with a view to reducing working expenses? Yes; the grades are reduced with a view to economy, convenience, and in some cases, greater safety. There are a number of considerations of importance.

91. What are the number of miles to be constructed? It is a little over 4 miles.

92. What will be the cost per mile? That is a matter for the Engineer. It is estimated to cost £46,000 for the whole length—about £11,000 a mile I think it comes to.

93. That does not include compensation for land? No; if Mr. Deane has not the figures respecting the compensation for land, I will be able to get them. I know, however, it will not be heavy.

94. What time is it supposed would be taken to carry out this work? I would sooner the Engineer be asked to supply that information.

95. *Mr. Black.*] I suppose the friction is increased proportionately to the steepness of the grade? Yes.

96. I suppose, also, that on these steeper grades there is more of what you might call a washaway—more of the metal carried away by rainfall? I do not know that such would be so, because you would have the same drainage. That has not come within my experience.

97. But on the whole, the steeper the grade the more expensive the maintenance? Yes.

98. Has that been taken into consideration? Yes; in allowing that charge of 2s. 6d. per train mile.

99. I suppose there is a greater strain on the brakes on these steep grades? Yes.

100. You will not only effect a saving by economising power, but also in the matter of wear and tear? I could not say what it would amount to, but the deviation would certainly be an advantage.

101. If the motive power in use would be about half what is required on the existing grade, I suppose there would be some saving in wages? Yes.

102. Do you think there will be any advantage gained as regards public safety? Yes; at the present time it is an awkward place to work with an assisting engine.

103. I suppose, if the work were carried out by contract, it would be thoroughly inspected by Government officers? Yes; the contractors would not be paid without a certificate from the supervising Government officer to show that the work had been properly carried out according to the specification.

104. Would there be any increase to the Government staff required if the proposed work were to be carried out by day labour? Not to the engineering staff, I think. It would be better, perhaps, to let Mr. Deane answer that.

105.

105. I suppose the additional officers required would be time-keepers, &c.? Yes.
106. Have you any idea as to whether there would be a saving or not if the line were constructed by day labour? I have not. It is a matter I would prefer not to go into.
107. Is it proposed to abandon the existing line or to keep it for use in cases of emergency? I think it is proposed to abandon it.
108. *Chairman.*] I think we ought to have a map showing the various sections and grades down to Penrith, and a map showing the properties affected by the deviation;—can you let the Committee have such a map? Yes; I will obtain one as to the grades.

H. McLachlan, Esq. 12 Dec., 1895.

Henry Deane, Esq., Engineer-in-Chief, Railway Construction Branch, Department of Public Works, sworn and examined:—

109. *Chairman.*] Has the survey for this deviation been done under your supervision? Yes.
110. Can you give us the items of the estimate for the work, as furnished by you? Yes; but the items are rather numerous. I have the total, which is £47,500. I think in the Commissioners' report, the estimate given is £46,000. This difference is due to reduction in the estimate of the cost of earth-works. I discussed the matter with Mr. Fraser, the officer of the Commissioners, and he was of the opinion that the earth-works could be done a little cheaper than I had put down. I think it is very possible it will be so. The difference amounts to £1,500, and is equal to a reduction of about 1½d. per yard. My estimate is £47,500. With regard to the items, I would like to ask whether the Committee think it desirable, in view of the fact that it would disclose the quantities to be quoted for by tender, to have the prices published. I might suggest, if convenient to the Committee, to take it in that way, that I could summarise the estimate, giving so much for excavation, so much for concrete, &c., so much for permanent-way, and so on. If the Committee will allow me a little time to do this, I will hand it in. I can, however, give an explanation of this estimate which may be useful at the present time. The quantities I have had taken out amounted to £45,885. Adding 10 per cent. to that for engineering and contingencies, brings up the total to £50,473 10s.; but then there is the amount to be credited for material to be returned to stock from the present line, amounting to £2,975 8s., which leaves the balance of £47,498 2s. as the net estimate, or as I have taken it, £47,500, in round numbers.
111. Have you a plan showing the deviation, and the properties through which it goes? Yes; I hand in a plan. This is a copy of the original survey of the lines. It shows not only the plan, but also the longitudinal section. It is prepared in this form for the purpose of tendering; consequently, there is a good deal more information on it than the Committee require. But I thought the Committee would like to have it in this way. The properties passed through are shown thereon, with the areas taken; and they correspond with the reference book. I have no estimate of the value of the land required, all information with regard to land was forwarded to the Railway Commissioners, and by them to Mr. Vernon, their valuer. Probably you will get an estimate of the value of the land from the Railway Commissioners.
112. *Mr. Davies.*] Have you traversed the proposed deviation yourself? Yes; I know the country well, but have not been over it since the survey was made. I have satisfied myself as to the location being the right one.
113. How long ago was that? It is about two years ago, I think, since I was there.
114. The deviation is a mile longer than the existing section of the line? Yes.
115. Will the cuttings be heavy in the proposed deviation? Yes; they will be rather heavy. The lower part of the excavation will be rock; but the bulk of it will be decomposed granite.
116. You have taken out full estimates for decomposed granite? Yes; I have taken an average price—what I consider a full price.
117. And you are of opinion your estimate is not likely to be exceeded? Yes; I do not think it will be. If anything, I think there may be a reduction in cost.
118. Do you propose to utilise the rails from the portion of line to be abandoned? No; they will be returned into stock. The new line will be made before the other one is touched. Eighty-lb. steel rails will be used. That is the type of rail the Commissioners are using.
119. You propose to credit the Department with the rails removed from the existing line? Yes.
120. What would be the value of the old rails? I have a memorandum here of the rates which the Commissioners adopt when taking material like that back into stock. The rails and fish-bolts (fastenings) are valued at £650 per mile.
121. What would that be per ton? About £4 10s., I think.
122. What is the market price for the new rails and fastenings? Rails have risen in price very considerably within the last few months. The last quotation we had for rails was £5 0s. 9d., free on board in England. That is about 30s. higher than the previous price.
123. Has your Department exhausted the stock of rails bought some time ago at a very low rate? They are all pretty well disposed of.
124. Do you remember the price paid by the Department for the cheap type of rail obtained some time back? It was about £3 12s.
125. The price you have quoted just now as being asked at the present time per ton—would that be less the freight? That is without the freight. Freight and other charges would bring the cost up to about £6 in Sydney.
126. That is what you consider high? Yes.
127. How long would it take to complete this proposed deviation? I think about nine months.
128. Does your Department propose to deal with this work, in the event of its being authorised, on the same lines as you deal with other similar works? It is proposed that the Commissioners shall carry out the work.
129. So, practically, you will have nothing to do with the work in the event of its being authorised? No.
130. Who is the engineer for construction in connection with the Commissioner's Department? There is no railway construction engineer. It will be carried out under the supervision of the divisional engineer. The Commissioners have a staff of divisional engineers, and they look after work connected with improvement of grades. Mr. Watson is the engineer in the west. Mr. Foxlee was formerly Engineer-in-Chief for Existing Lines, but Mr. Firth has been appointed in his place.
131. Will Mr. Firth have anything to do with the carrying out of this deviation? He will have the chief charge of it, no doubt.

H. Deane, Esq. 12 Dec., 1895.

H. Deane, Esq.
12 Dec., 1895.

132. But as far as your Department is concerned, you will have nothing to do with it? No; I believe that will be the arrangement. It is not a long length, and could very easily be inspected by the engineer for the district. It is but a little over 4½ miles.
133. Have you gone into a calculation of the advantages attendant upon the construction of this deviation? No; I have made no calculation as to the saving to be effected. It is, however, so clearly an advantage to the Traffic Branch that it would require very little proof. The alteration will have the effect of enabling the Commissioners to run an additional number of trucks to each train, approximately, in proportion to the difference in the grades.
134. Looking at it from a traffic point of view, you believe it will be an advantage to carry out the deviation? Yes; because it is an isolated grade which spoils the traffic section altogether.
135. Would much land be required for the purpose of carrying out the deviation? Yes; there is a good deal of private land through which the line will pass. The area shown in the reference book—I make it, subject to correction—of private land, 68 acres 1 perch; of Crown land, 1 acre 1 rood and 13 perches; making a total of 69 acres 1 rood 14 perches.
136. Then your estimate of £47,500 for carrying out the deviation is exclusive of the cost of land resumption? Yes.
137. Have you any idea of the probable cost of these 69 acres? I have not gone into that question.
138. What is the chief character of the country? It is grazing country.
139. Fairly good land? Yes; fairly good land.
140. Would there be any possibility of exchanging the land taken up by the existing line for that required for the proposed deviation, so as to reduce the cost of land resumption? I do not know that there would. Something might perhaps be done in that way, but there would not be a complete exchange, because a good deal of the present area is taken up by the works.
141. Then, practically, the land through which the line passes at the present time would be of little value? Yes, very little.
142. Have you dealt with the question of the capital value of the length of line proposed to be abandoned? No; I have not.
143. You have simply dealt with the actual cost of the proposed work? Yes.
144. You do not take into account the capital cost of the 3½ miles to be abandoned, in addition to the £47,500 which will be required to carry out the proposed deviation? No; but, of course, in estimating any saving to be made by going to this additional expense, it would not be right to take the interest both on the original and on the additional cost, because the former is already taken into consideration in the present returns.
145. Is it not necessary to provide specially for the interest? That is provided for now. In estimating the advantages to be gained by making the alteration, you would simply want to take the difference.
146. In estimating the advantage to be gained by abandoning the old line and adopting the new one, you are only taking the difference in the receipts as compared with the interest on the additional cost? That would only apply to the proposed deviation.
147. *Mr. Trickett.*] You said a little while ago it was contemplated to carry out the work through the Railway Commissioners;—why is that? That has been the understanding all along. I think that the Commissioners should carry out the work themselves, in the same way as they have carried out alterations in other grades. Of course, if an Act is passed to authorise the construction of this deviation by the Railway Commissioners, provision will have to be inserted to appoint them the Constructing Authority.
148. But all works outside the railway premises have been carried out by the Department? Yes.
149. Then this is a new procedure? Yes. You see it was considered at first it would not be necessary to submit this matter to the Committee—that it was within the power of the Railway Commissioners to carry out this deviation like any other improvement of grade.
150. Who carried out the tunnel and deviation between Penrith and Lapstone Hill;—did you? No; I prepared the plans.
151. Was that work carried out by contract or by day labour? By contract.
152. Is this a work you think it desirable should be carried out by contract or by day labour? I think it ought to be done by contract.
153. Can you tell us the grades, and the length of each grade on the proposed deviation—apparently, there are three? Yes, they are not very numerous. The sections shown on the plan give the actual grading.
154. Is there any level run on the new length? Only on the summit, of about 2 chains. The length of the longest grade, in the direction from Sydney to Bathurst, starts at 130 miles 41 chains, and terminates at 131 miles 61 chains, a distance of a mile and a quarter.
155. And what is that grade? That is 1 in 55. The steepest grade in the other direction is 1 in 80. That starts at 132 miles 10 chains, and finishes at 133 miles 49 chains; that is, 1 mile 39 chains—very nearly a mile and a half.
156. Both these grades can be worked without difficulty? Yes. I was asked whether, towards Sydney, I could make the grade 1 in 70, but the country permitted of a grade of 1 in 80, and there is nothing to be gained by making it steeper. So it is really better than what was asked for.
157. There are a great number of curves? Yes.
158. Well, I think on former occasions you have looked upon curves as an impediment to the cheap working of a line? Yes; but these are easy curves.
159. Was this deviation suggested to you, or proposed on your recommendation? I really do not remember how it originated. The Commissioners soon after their appointments looked into the matter of grades, and I remember that at a very early stage the subject was discussed with me.
160. Do you recommend this deviation? Yes, I do, strongly.
161. *Mr. Clarke.*] You say it is absolutely necessary to have this deviation? It is very desirable.
162. At a cost of £47,500? Yes.
163. What amount can be saved in the traffic by having this deviation? I have not the particulars to enable me to make an estimate. That information would be supplied by the Commissioners.
164. You mentioned the quantity of land required for the deviation;—has any arrangement been made as to the cost of resumption? The Commissioners will be able to furnish particulars respecting that.
165. Well, I suppose the land is not fitted for agriculture or anything of that kind? It is grazing land. Grape-vines, and perhaps other fruit trees, could be cultivated there.

166. What is the reason for the Commissioners carrying out this work—the reason of the change from the former practice? It is not altogether a change. Similar procedure was adopted in the case of the Lapstone tunnel. H. Deane, Esq. 12 Dec., 1895.

167. Still it has been the exception to the rule? In a way, it has; but most of the alterations to grades have been carried out by the Commissioners.

168. Would it be most economical to have it carried out by the Commissioners, or by your Department? I do not think it would make any difference. It is merely a matter of supervision. The work has been laid out, and it is not a work likely to require any further great display of engineering skill; and the Commissioners have men quite capable of looking after it. Being a short length, it would be no trouble to the Divisional Engineer. The plans have all been prepared under my directions.

169. I think you said just now that it would not be desirable to have it done by contract? I think by contract is the proper way of doing it.

170. You think it is the cheapest? Yes.

171. *Mr. Lee.*] What would be the greatest distance between the new line and the old one? Roughly, the greatest distance would be about three-quarters of a mile. Provision has been made for various over-bridges and under-bridges, to suit the owners.

172. Every provision will be made for access? Yes; over-bridges and under-bridges are provided, and severance will be reduced to a minimum. Stock will be able to get across the line without the necessity of opening gates for them to pass.

173. What would be the exact distance of the existing line? Three miles and 45 chains.

174. What do you think would, roughly, be the average cost per mile of the existing line at that particular section? I could not give that without going into quantities.

175. Just approximately? I should think about £12,000 per mile. It could, of course, be made very much more cheaply now.

176. Supposing we take it at £12,000 per mile—that practically means the abandonment of about £45,000, for which we get nothing whatever? Yes; but the saving effected must be taken into consideration, and it has been made use of all these years.

177. The Commissioners are calculating on the net saving, not on the total receipts of the length;—if you take the total receipts, then you must add in the cost of the old line as well as the new, and the old line having cost (say) £45,000, and the deviation being estimated to cost £47,500, it will practically cost, altogether, about £92,000? I do not look at it like that.

178. The fact remains that the original construction cost £45,000, and the proposed deviation is to cost £47,500; and the moment you have constructed the deviation you will abandon the existing line? Yes; you, no doubt, increase the capital cost.

179. In view of that being an enormous sum of money for a deviation of that character, is there no other way of attaining the same end without the deviation? No, not without making very deep cuttings, which would cost more. To put the same grades on the existing line as those on the proposed deviation would make it very much more costly.

180. Well, we must accept it then as final that the proposed deviation is the cheapest possible route obtainable, and that the idea of cutting down the existing line is impracticable? Yes.

181. How does it come about this is to cost so much per mile? It is a heavy piece of country.

182. Are there any bridges? Yes; there are two over-bridges; two public road bridges, and there is an under-bridge at the lower end near Locksley. These are concrete arches; others will have iron tops, with concrete under structure.

183. It is proposed to use the old line until the new one is completed? Yes.

184. Do you know whether there is any proposition to dispose of, in any way, the line to be abandoned? No; I do not know.

185. Would it be worth anything, if sold? Not very much.

186. *Chairman.*] Would it be possible to have an estimate by to-morrow of what it would cost to cut down the grades on the existing line to 1 in 55? I will see what can be done.

FRIDAY, 13 *DECEMBER*, 1895.

Present:

THOMAS THOMSON EWING, Esq., Chairman.

The Hon. Frederick Thomas Humphery.	Charles Alfred Lee, Esq.
The Hon. John Davies, C.M.G.	John Lionel Fegan, Esq.
The Hon. James Hoskins.	Angus Cameron, Esq.
The Hon. Charles James Roberts, C.M.G.	Thomas Henry Hassall, Esq.
The Hon. William Joseph Trickett.	George Black, Esq.
Henry Clarke, Esq.	Francis Augustus Wright, Esq.

The Committee further considered the Proposed Deviation at Locksley, Great Western Railway.

Henry Deane, Esq., Engineer-in-Chief, Railway Construction Branch, Department of Public Works, sworn, and further examined:—

187. *Mr Hassall.*] Have you any statement to make? I have some information to hand in with regard to the estimated cost of the line. I have grouped the items of the deviation estimate as follows:— H. Deane, Esq. 13 Dec., 1895.

	£	s.	d.
Excavation, ditching, and drainage	27,975	0	0
Bridge work	7,823	0	0
Permanent-way material, laying and ballasting	8,325	0	0
Fencing and gates	574	10	0
Metalling	187	10	0
Miscellaneous	500	0	0
Maintenance, twelve m.	500	0	0
	45,885	0	0
Engineering and contingencies, 10 per cent	4,588	10	0
	50,473	10	0
Audits	2,975	8	0
	£47,498	2	0

Say, £47,500, or £10,382 per mile

H. Deane, Esq. 13 Dec., 1895.

188. I wish to ask whether an exhaustive survey has been made of the country through which this deviation has to pass. You could not get a shorter track with an equally good grade? No.
189. That would be against an expenditure of £46,000 on the proposed deviation? Yes.
190. *Mr. Black.*] Would it be possible to cut down the present line, or to tunnel it? Yes, it could be done.
191. Without closing the line? You could make a line alongside. It would be necessary to keep the present line open.
192. You mean it would have to run right alongside the present line, on the same level, or rather, at reduced levels. Would it be possible to make a tunnel which would attain the present purpose at a lower expense than the £107,000 which, I think you told us, would be the cost of cutting down the present line? No; you mean to tunnel throughout?
193. Or through any portion of it? No; not at a lower cost.
194. What is the nature of the formation of the country you would have to cut through? Mostly decomposed granite, but it gets harder as you go down.
195. About what depth would it be necessary to cut down? I think about 80 feet from the ground surface.
196. I suppose there is some kind of a cutting there now? Yes; there is a heavy cutting at the summit.
197. Was the land upon which the present line was made Government land, or was it purchased? I think it was purchased at that time.
198. And, as an asset, it will have no value if abandoned? Very little.
199. There would be no opportunity of making an exchange, I suppose? There would be very little to exchange, because a great deal of the land is taken up by the cutting, and the banks spread out a good way towards the fences.
200. You stated that you thought it would be preferable to carry out the new work by contract rather than by day labour? Yes.
201. Might I ask if you would briefly state how you arrived at that conclusion;—I mean would it be necessary to employ any more Government officials if the work were carried out by day labour? Yes; I think it would. One reason why I prefer contracting is—perhaps it is the principal reason—is that the contractor has always a better hold over his men than a Government officer. The latter is subject to outside influence in the control of his men, which the contractor is free from.
202. Would it not be a fact that if the contract were carried out by the Government itself, the subsequent inspections of the material used would not be necessary? I do not think it would make any difference in that way. The bulk of the expense would be in earth-works, and materials, which would be supplied by the Commissioners. The earth-work, with the engineering contingencies added, amounts to close on £28,000; then there are the permanent-way materials and the ballasting, a portion of which will be provided from the Commissioners' quarries.
203. *Mr. Roberts.*] May I ask if that estimate of £47,500 does not include the cost of the land to be resumed? No.
204. *Mr. Cameron.*] Has any estimate been made of even an approximate character as to the probable cost of the resumption of the land? I do not know. I prepared all the particulars and handed them over to the Railway Commissioners. I believe that Mr. Vernon would be able to supply that information.
205. *Mr. Wright.*] Do you consider a grade of 1 in 55 a severe one? It depends upon how you look at it—it would be a severe grade for express traffic.
206. What is the rule in America—would it be considered there a severe grade? In the east it would, but in the west it would not. In California, I went over several grades of 1 in 33. In the Eastern States, where there is great competition as to speed in running express trains between New York and Chicago, the Companies are cutting down the grades everywhere, and flattening the curves, and adapting the lines to the highest speed possible.
207. Do you consider that for ordinary merchandise traffic, a grade of 1 in 55 is a difficult one? I do not think it is a bad grade here. For the heavy traffic towards Sydney there is a grade of 1 in 70—for the outward traffic, a grade of 1 in 55.
208. You do not consider the grade of the proposed line a severe one for ordinary merchandise traffic, then? It would be better to have a flatter grade, of course, if you could get it.
209. But it would not involve a very great strain on the engine? No; not very. The heaviest engines that we have can take the maximum train up a grade of 1 in 55.
210. It is proposed to expend £47,000 additionally—is that added to the railway capital without any asset to represent it? I suppose so.
211. And is that duplication sum really to represent a double capital? Yes; the new line, of course, is an additional line.
212. But still there is only the same asset, while the capital is doubled? I do not think you can say that exactly, because the new line will be a much better and more valuable one.
213. *Mr. Fegan.*] Is it not a fact that cutting down these grades very materially assists the traffic? Yes; that is so.
214. And therefore it is a considerable asset in one sense, by making it so that it will be less expense to work it, and the journeys can be made in a shorter time? Yes; I think it is an improvement.
215. Such an improvement as to warrant the expenditure of this £47,000? I think so.
216. *Mr. Humphery.*] Do you agree with the Railway Commissioners that there will be a difference of 7 per cent. in the cost of the traffic if this deviation were carried out? I have not gone into the matter, and so I am not in a position to give the exact figures. It is not possible to corroborate the accuracy of that statement without having studied the matter.

Harry Richardson, Esq., Outdoor Traffic Superintendent, Department of Railways, sworn and examined:—

H. Richardson, Esq. 13 Dec., 1895.

217. *Mr. Lee.*] What is your name? Harry Richardson.
218. What is your position in the Railway Department? Outdoor Traffic Superintendent.
219. Do you know what portion of the Great Western line is under the consideration of the Committee? I do.
220. Have you had much to do with the conduct of traffic over that portion? Yes.

221.

H. Richardson, Esq.

13 Dec., 1895.

221. Have you any reason to urge that there should be an alteration made in that portion of the grade? Yes.
222. What reason? For the reason that it interferes with the rolling load between Bathurst and Wallerawang.
223. I want that point clear? We can take away from Wallerawang a certain number of trucks, but in consequence of this hill between Bathurst and Wallerawang we have to run a lighter load than we otherwise would.
224. That being the case, you have to arrange your trains accordingly for the down and up trips? Yes.
225. Does that involve any considerable loss to the Department? Yes; a very considerable loss.
226. But, after all, it would only mean a splitting of the train and sending it on in two sections, would it not? Yes; of course you could split the trains at the foot of the grade on either the up or down side of the hill.
227. What practice is now adopted? About two-thirds of the train run single loads, and with one-third we use push-up engines. We do not split the trains at all. Many years ago it was the practice to split the trains; but there were so many delays in the traffic that the practice was given up.
228. Is it a double line? No; a single line.
229. Do you consider that there is an element of danger introduced to the public traffic by this arrangement? I do not think there is any danger particularly, but there is delay and loss.
230. You are of opinion that it involves a considerable loss to the Railway Department in consequence in having to carry lighter loads in splitting their trains? Yes.
231. Are you of opinion that it causes delay to consignees of goods? Yes.
232. Will you give me some idea of what delay takes place, supposing there is a consignment from Sydney to Bourke? Assume that we take a load of thirty-five trucks from Wallerawang—we should have to throw ten of them off at the foot of the hill, and go on with the twenty-three to Brewongle; then we would have to bring the engine back to bring them on again.
233. Would you call sending the engine back, splitting? Yes. In some cases in sending the engine back there might be a delay of an hour or two on this single-line work.
234. There is, therefore, I suppose, a very great delay to goods on the down trip? Yes.
235. That delay will be determined by the existing traffic on the line? Yes.
236. And the returning engines in crossing the other traffic? Yes.
237. Of course, the delay is always a very uncertain quantity? Yes.
238. But in some cases it is very considerable? Yes. If, for instance, a live-stock train were coming through, we could not get back for over an hour without blocking the line.
239. Now, as to the up traffic, particularly as dealing with live-stock;—does it necessitate any great delay in that case? We have had no delay, because we never think of making live-stock trains up to the maximum load of the engine—we only take what the engine will draw over the bank in the first instance. We never attempt to split the stock trains.
240. You look upon that as a case of urgency? Yes.
241. I understand that you are specially charged with the regulation of the traffic? Yes.
242. And you know this particular point and the difficulties there very well indeed? Yes.
243. Can you tell the Committee what advantage it would be if that grade was reduced to the proportions now suggested;—what would be the saving to the Department? Take the down trains. With the old class of engine we take a load of twenty-three waggons up the 1 in 23 grade. By cutting it down to the proposed grade we should take thirty-three waggons with the same engine, or ten more on each train.
244. What would be the difference in the value of the earnings of that train? I could not tell you exactly what the difference in the earnings would be; it would depend on the class of goods we were carrying.
245. Well, what is about the average value of the earnings of a train at the present time? I should think it would be about 2d. or 3d. per waggon per mile. I have not worked the figures out on the earnings, and would not like to give a positive answer.
246. Will the Committee be perfectly safe in assuming that if a train consisting of twenty-three trucks will earn 3d. per truck per mile, the additional load of ten trucks will also earn 3d. per truck per mile? Yes.
247. We are right in assuming that each additional waggon will earn that? Yes; each waggon. The other class of engine we use is the big Consolidation American engine. Over the present line they will take thirty waggons, but with the new grade they will take forty-five. In the other direction, coming from Bathurst, the old class of engine load will be increased from twenty-seven waggons to thirty-five, and the large engine load from thirty-six to forty-five. We do not get such an increase on the up journey as we do on the down, simply because on the down journey at the present time the grade of 1 in 33 rules, while the up grade is only 1 in 50.
248. I suppose you do not carry much grain over this road? No; farming products of all sorts from the Bathurst district, such as hay and chaff, wool, and live stock, form the principal traffic. The traffic in grain is not very heavy. What grain we bring only comes to Bathurst.
249. Is there much local traffic? On the whole, not very much.
250. Will the proposed alteration in the road interfere with the local traffic? It will make it more convenient for the people of O'Connell. This line will give them a station much more convenient. I believe the O'Connell people are very pleased with the proposed deviation.
251. Then you think that the proposed alteration will be alike a saving of cost and a public convenience? Yes. Taking the traffic of last year, we shall save in the twelve months about 750 trains; that is to say, there will be 750 trains less running between Eskbank and Bathurst in the course of the year. I reckon that on each of these trains we should save 2s. 6d. per mile in running expenses. This will give us about 34,700 train miles, at 2s. 6d. per train mile. This is taking mere running charges. It includes, of course, no charges for permanent-way or fencing, or anything of that kind.
252. The strongest evidence that you can offer is, that if you can carry ten trucks more than you can carry at the present time, it must necessarily be more advantageous? It must be, sir.
253. The question of cost of constructing a line to attain that end is a matter that does not affect you? No.
254. As a matter of fact, if you run eight trains, and you put ten additional trucks on to each train, it means

H. Richardson, Esq.

13 Dec., 1896.

means that you carry eighty addition trucks in the day without additional cost in the running charges? Yes.

255. *Mr. Clarke.*] Have there been any accidents on the line since it was opened? No.

256. Then you consider that the earnings would be more and the expenses less if the proposed deviation were made? There can be now doubt about it.

257. Would it be an advantage to have the deviation in every respect? Yes, certainly.

258. *Mr. Regan.*] Do you think that the advantage estimated by the Railway Commissioners will be realised? From a money point of view—yes.

259. How long have you been in charge of that section? About seventeen years.

260. You look upon yourself as knowing as much as any man about it? Yes.

261. You are perfectly satisfied that the advantage will accrue to the Department that the Commissioners point out? There is no doubt about it—from what I have seen since the Commissioners have been here they have adopted the system of cutting down the grades. The advantages are very good. Between Singleton and Ravenswood we have reduced the grades by one-half to what they used to be.

262. *Mr. Hassall.*] Have you ever known of any accident taking place on that portion of the line owing to the practice of running two engines to a train? Yes; we have known instances where the driver has perhaps been a little careless, causing one engine to bump another.

263. What I want to bring out is this—is the practice of using two engines in running a train more dangerous than running a train with one engine? Yes. Of course we only use a push-up engine where the grade is very steep.

264. Can you tell us what distance you run the push-up engines—between Locksley and Brewongle for instance;—how far do you have to travel your push-up engines? The whole length of the section.

265. With regard to the question asked by Mr. Lee as to the train earnings per mile—taking your statement that a truck earns about 3d. per mile, a train now running as you say with twenty-three trucks which could be increased to thirty-five trucks over a better grade, does it not follow that the earnings per train per mile would be greater on the thirty-five trucks than on the twenty-three, taking into consideration, of course, the general expenses of running? Yes, certainly; the earnings must be greater with thirty-five trucks than with twenty-five.

266. That is owing to the carrying capacity being increased? Yes.

267. *Mr. Roberts.*] In carrying out your duties, do you frequently travel over this line? Yes.

268. You know this point of deviation perfectly well? Yes.

269. Have there ever been any accidents there owing to the steepness of the grade? No; I cannot bring to mind any, except two cases where the push-up engine has bumped.

270. Owing to the fact that a sufficient number of waggons cannot be carried over this portion of the road, the traffic has been interfered with—you think that, because of this, the work ought to be carried out? Yes.

271. Have you brought any figures with you to submit to the Committee, showing the advantage which would accrue to the Department through having the work executed? Yes; I have already pointed out that with these grades cut down, we could do the same amount of work with 1,201 trains in the twelve months which we now do with 1,761 trains.

272. Have you worked out the exact amount of money that would be saved by the operation? My estimate is about 2s. 6d per mile; that is the cost of our running charges over that part of the line.

273. Did you compile these figures yourself? I supplied some of the data.

274. Is it a fact that where thirty waggons are now run, you will be able to run a train of forty-five waggons? Yes.

275. And this we may understand would be a great saving to the Department and to the public generally? Yes.

276. You have no hesitation in saying that, in your opinion, this is a work which ought to be carried out? No hesitation whatever. I can speak strongly on this, because we have the experience of the several other grades which have been cut down.

277. And they have always come up to expectations? In every case.

278. *Mr. Wright.*] As Traffic Superintendent, would you feel it desirable to recommend this innovation if the cost had to be charged to working expenses? Yes, I would.

279. You think the saving to the Department would justify that expenditure? I do.

280. Do you think it ought to be charged to working expenses? I think it ought to be charged to the capital account.

281. Why? I think any new line like this ought to be charged to the capital account.

282. But has not the section of line for which this is a substitution been already charged to the capital account? Well, this is a matter of finance upon which perhaps I am not justified in giving an opinion.

283. Whatever way it is charged, you think it is a work that ought to be carried out in the interests of the simplification and economical working of the railway? Yes.

284. You have no doubt in your own mind about that? No; I have based my opinion upon actual experience of similar works during the last two or three years.

285. *Mr. Humphery.*] How many trucks could be carried from Wallerawang to Locksley? With the old class of engine we could take thirty-five, with the large American engine forty-five.

286. At Locksley you say you would have to divide the train? Yes.

287. You divide it rather than use a pushing engine? It is expensive to have a pushing engine there, except we have two or three trains running in succession. We have to bring the engine all the way from Bathurst, and it is an expensive item.

288. Do you use a pushing engine from Wallerawang to Rydal? No, we use one at Locksley—from Locksley to Brewongle.

289. Is this your evidence: that if the deviation should be carried out between Locksley and Brewongle it would not be necessary to use a pushing engine from Lithgow to Bathurst? No; I do not say that we would not want to use one from Lithgow to Marrangaroo.

290. I want to know at what point of the line you would discontinue your push-up engine if the deviation were carried out? On the top of Marrangaroo.

291. If the deviation is carried out, what distance would one engine take forty-five trucks? Right into Bathurst.

H. Richardson, Esq. 13 Dec., 1895.

292. That would be 44 miles;—you would not use a push-up engine after leaving Marrangaroo bank? No.
293. How do you manage at the present time at Locksley;—do you keep a push-up engine there? If we have three or four trains running we would send an assistant engine as far as Brewongle.
294. Is there any other severe grade except the one between Brewongle and Locksley? No, not very severe.
295. *Mr. Hoskins.*] The Railway Department have reduced the grades in a great many instances during the last two or three years, have they not? Yes.
296. Have these works resulted in the large reduction of working expenses? They have.
297. In what way have the reductions been made—in the minimising of wear and tear, in the diminution of the quantity of coal used, and in the number of engines needed and the saving of wages? In all those.
298. Then I take it that the Department consider that the outlay on the reduction of grades and the flattening of curves on the railways have justified each reduction of working expenses? Yes.
299. *Mr. Davies.*] How many years have you been in the Railway Service? Twenty-nine years.
300. How long have you had charge on the Western line? Sixteen or seventeen years.
301. Have you experienced during that long period of time any great difficulty in taking a train along the Western line? Yes; especially when the traffic gets rather congested.
302. How does that arise? From the difficulties in getting over those heavy grades, and, consequently, of having to run a number of short trains when long trains would have been far easier to manage.
303. And the difficulty could be got over if the alteration in the grades were carried out? Yes.
304. You say that there has never been any serious accident on the Western line at the points referred to? No; not because of the grades. Of course we had the Tarana accident, but that was due to a broken rail.
305. Has there not been a material reduction in the working expenses on the Western line by reason of using more powerful engines? Yes.
306. But the reduction would be still greater if this deviation were carried out? Yes; very much greater. The standard goods engine which we had in use prior to the ones now adopted by the Commissioners took nineteen trucks, but with the big American engines we can now take thirty, and if the deviation was made the same engines would take forty-five.
307. I understand you to say that if the deviation is carried out, one engine would be able to take a train right in to Bathurst? Yes.
308. Which in itself will effect a considerable saving? Yes.
309. *Mr. Fegan.*] You have had considerable experience as to how the lines have worked from which deviations have been made? Yes.
310. Have they realised the most sanguine expectation of those who formulated the scheme? Yes.
311. Do you remember any great trouble that you had on this very section—from Locksley to Brewongle—in 1890, when you were a little short of coal? No; I cannot bring to mind now any great trouble that was experienced.
312. If the grade was cut down from 1 in 33 to 1 in 55, and from 1 in 40 to 1 in 80, would that facilitate matters very considerably in conducting the traffic? Yes.

Edward Andrew Loughry, Esq., Out-door Locomotive Superintendent, Department of Railways, sworn and examined:—

E. A. Loughry, Esq. 13 Dec., 1895.

313. *Chairman.*] What is your name? Edward Andrew Loughry.
314. What are you? I am Out-door Locomotive Superintendent.
315. How long have you been in the Department? About fourteen years.
316. *Mr. Clarke.*] I presume you are well acquainted with the deviation of the Western line now under consideration? Yes.
317. You think it is absolutely necessary such a deviation should be made in order to facilitate the traffic? I do.
318. On what grounds? It will effect a saving in the working expenses, besides reducing the number of trains over that section, which will conduce to the safer and more punctual running of trains.
319. Will it be done at less cost than on the present line? It will be done at a less cost.
320. I presume you are aware of the amount that it is proposed to expend on this line? I have been informed of the amount.
321. Which is £46,000 or £47,000? Yes.
322. Then, taking everything into consideration, you think it is absolutely necessary that we should have this deviation carried out? I do.
323. It will facilitate the traffic and reduce the expenses? Yes; the line will be run more economically, and, as there will be a lesser number of trains over the section there will be less risk.
324. I daresay there will be a larger amount of traffic over the line when the deviation is made? It will increase the carrying capacity of the line for larger traffic.
325. You are aware that under the present system pushing engines are used? Yes.
326. But if the deviation were made would you have to use more powerful engines? The same engines that we are using now.
327. *Mr. Roberts.*] Do you have to split the trains now when they get to Locksley? Sometimes we do.
328. If this work is carried out that expense would be done away with? Yes.
329. How many more waggons would be carried with a single engine if this were carried out? On the down journey we could take about 50 per cent. more, which is about fifteen additional waggons.
330. If you take thirty now, you will then be able to take forty-five you think? Yes.
331. Do you know the locality of the proposed work under consideration at all? Yes.
332. Is it a part of your duty to send a double engine when necessary? Yes.
333. Does it run, then, from Wallerawang to Bathurst? Between Locksley and Bathurst.
334. And when that assistant engine is required, where is it brought from? From Bathurst.
335. How many miles is it from Locksley to Bathurst? About 15.
336. Then, there is the expense of bringing this engine down? Yes.
337. That expense, of course, would be saved if the proposed work were carried out? Yes.
338. *Mr. Cameron.*] You are in the habit of using a pushing engine at the present time;—is there not an element of danger connected with that? There is a little.

339.

E. A. Loughry, Esq.

13 Dec., 1895.

339. Have you had any practical demonstration of that? Yes; we have had the push-up engine to overtake the train and do slight damage to the van. Of course, we only run the pushing engine in the daytime—never in the night-time.

340. If the proposed deviation is carried out, then you can work at night-time? The push-up engine will not be required then.

341. Have you sufficient knowledge of the locality to enable you to speak as to the likelihood of an increased traffic? I have a little knowledge of that locality. If deviated, the line will run close to the township of O'Connell.

342. There is a farming population there, is there not? Yes. I believe a number of people, instead of taking as they do now their goods over a difficult road to Bathurst or Brewongle, will join the train where it will intersect the public road there.

343. *Mr. Wright.*] You have stated just now, in answer to a question, that the trains do not run at night;—what do you wish me to infer from that? I referred to the bank-engine being used at night. We only run single engines in the night-time, and we only use the pushing-engine in the daytime, so that the driver can have a clear view of the train in the front of him.

344. Can you state to the Committee what is the maximum train load over that section? For our powerful engines, thirty waggons; that would be a gross load of about 270 tons.

345. I am speaking of the load apart from the dead weight;—your trucks average 6 tons, and if you carry thirty waggons it would be about 180 tons? The whole load, including the weight of the trucks, would be something over 300 tons.

346. Looking at the matter at a standpoint of saving, you think it would be a considerable advantage if the deviation were carried out? Yes; I have always looked upon that grade as a great hindrance to the traffic.

347. *Mr. Hoskins.*] What district have you charge of as Locomotive Superintendent? The Southern and South Coast line.

348. You have nothing to do with the Western line then? Occasionally I have. I had charge of it for a number of years.

349. Can you show in tabulated form the present loads over the section, and the increased loads that can be taken when the grade is altered, with variation in speeds due to the altered grades? Yes; the proposed alteration to grades at Locksley will permit of the engine loads being increased as follows:—

Down Journey.

"B" class engines	From 19 to 29	vehicles.
"O" "	" 23 to 35	"
"J" "	" 30 to 45	"

Up Journey.

"B" class engines	From 22 to 29	vehicles.
"O" "	" 27 to 35	"
"J" "	" 36 to 42	"

NOTE.—The loads on the up journey are limited on account of grades of 1 in 50 and 1 in 55, which occur between Tarana and Rydal, Clarence and Bell, and Mount Victoria and Blackheath.

The speed of passenger trains over the proposed deviation will be increased to the extent of about 85 per cent. The speed of goods trains will remain very much the same on the down journey, as full advantage will be taken of the reduced grades by increasing the loads to the full power of the engines. On the up journey the speed will be increased about 50 per cent.

350. How many engines are at present employed working traffic between Eskbank and Bathurst, and how many will be required to work the traffic when the grades are altered? I estimate that on an average 18·90 engines were required daily to work the traffic over the section Eskbank to Bathurst during the year ending December, 1894, and with the grades altered as proposed, the same amount of traffic could be worked with equal to 16·47 engines, or 2·43 engines less.

351. *Mr. Trickett.*] Did you recommend this policy of cutting down grades to the Commissioners? I have made recommendations of the kind to the Commissioners.

352. How long ago is it since you made such recommendations? I have made several recommendations as far back as three or four years.

353. What has been your observation with regard to the life of engines since any of these grades have reduced—does it tend to make the engines more durable, do you think? I believe they run longer without repairs than formerly.

354. What would be the difference in the strain on an engine working on a grade of 1 in 35 and working on a grade of 1 in 55? If the engine is loaded down in proportion to the grade there will not be much difference. With our passenger trains, where the engines are not taxed to their full power, there would be a considerable difference.

355. I understand by that that what you lose by the difference of the grade you make up by putting on more weight? You increase the load.

356. With regard to the passenger engine, with the latest grade you will get an increase of speed, will you not? Yes.

357. Will that tell in favour of the engine or against it? It will tend in favour of the engine. Where we could only go now at a speed of 15 miles an hour, we could with the altered grade and same load travel at 28 miles an hour.

358. That is a considerable advantage, is it not? Yes.

359. *Mr. Fegan.*] In answer to a question, you said that you took particular notice, where your grades had been cut down, as to the cost of running as far as your machinery is concerned, and also as to the advantages which are gained in time? I have noticed in a general way that our machinery did not require repairing so often as formerly, and that we were getting greater punctuality in the working of trains, and that we had generally a better service.

360. You have found that as soon as grades have been cut down expenses have been considerably reduced? Yes; speaking more particularly of the Southern line with which I have been more closely connected. Lately we have had a very heavy traffic to deal with, some of which had to be diverted to the Western line. The alteration to grades has enabled a much larger traffic to be dealt with than was possible with the old grades.

361.

361. I suppose that you have no doubt that the deviation will pay? I have no doubt in my own mind that it will pay.
362. How many engines do you require;—I understand you to say that you only use one engine at night from Locksley to Brewongle; whilst you have only one engine there you have to split your trains, have you not? Yes; at times the loads have to be reduced at Locksley, but this method of working the traffic is objectionable, and results in delay.

E. A. Loughry, Esq. 13 Dec., 1895.

SATURDAY, 14 *DECEMBER*, 1895.

Present:—

THE HON. FREDERICK THOMAS HUMPHERY, VICE-CHAIRMAN.

The Hon. JOHN DAVIES, C.M.G.	CHARLES ALFRED LEE, ESQ.
The Hon. JAMES HOSKINS.	JOHN LIONEL FEGAN, ESQ.
The Hon. CHARLES JAMES ROBERTS, C.M.G.	GEORGE BLACK, ESQ.
HENRY CLARKE, ESQ.,	FRANCIS AUGUSTUS WRIGHT, ESQ.

The Committee further considered the proposed Deviation at Locksley, Great Western Railway.

Hugh McLachlan, Esq., Secretary to the Railway Commissioners, sworn, and further examined:—

Hugh McLachlan, Esq. 14 Dec., 1895.

363. *Mr. Wright.*] Do you recognise the fact that by this deviation you are increasing the cost of the capital of the railways without creating any corresponding asset to represent it? You are increasing the capital of the railways, but by carrying out the proposed deviation you are also increasing their earning capacity.
364. You increased the capital by having a better line, but you do not increase it by the whole cost? I think it has been understood to be the policy of the country to a large extent to make a line as cheaply as possible in the first instance, and then, as traffic grew, and the lines required development, the capital had to be increased to provide for the better and more economical working.
365. Supposing that the railways were in the hands of a private company, would they not debit the working expenses with a portion of the cost? If it were a private company they would, I think, simply call up additional capital. The railways of England have increased their capital on new lines in some cases proportionately larger than we have. A statement was made in Parliament showing the increases made by certain railway companies at Home to their capital in cases where the traffic demanded additional accommodation. For instance, where a single line was doubled, and a double line quadrupled, the capital was increased, although, practically, there were no new lines.
366. That is perfectly fair if you double or quadruple a line it is legitimate to debit it to the capital account, but in this case you only substitute one line for another? Yes; but by reducing the grades you get your line worked so much more efficiently and economically.
367. Is it not the intention of the Department to abandon the old line? Yes.
368. And still you think it is fair that capital should be charged with the whole of the cost of the new line? Yes; I think it would be perfectly fair.
369. And would you be surprised to hear that in the case of private companies it would be considered very unfair? I do not think it would be unfair in the case of private railways.
370. Then you do not believe in this principle of charging this cost, or a portion of it, to working expenses? My opinion is that it is quite reasonable to do as proposed.
371. Let me explain;—you have an original line, the earnings of which goes into the consolidated revenue, and by this deviation you propose to earn a certain extra sum of money, which also goes into the consolidated revenue, but the total increased cost of substituting one line to another is charged to capital account—do you think that is fair? You have to pay interest on the whole capital expended at the rate of (say) 3 per cent. You do not strike out from the calculation the cost of the line. It is still included, and you will still pay interest on it, and then you can pay 3½ to 4 per cent. Even with the abandoned line the country gets the benefit. By these alterations the Commissioners expect to pay a higher percentage on the whole capital.
372. Do you think that in all these cases the amount has been charged to capital account? I think so.
373. I suppose the old materials on this line are practically of little value? Yes; the rails on this section would have, I believe, to be renewed.*
374. If they were renewed they would be charged to working expenses, I suppose? Yes.
375. *Vice-Chairman.*] In your evidence before you stated that the Commissioners estimate that by an expenditure of £330,000 on the work of reducing grades they had saved something like £100,000 a year? That was the estimate.
376. In what way was that saving to be effected? Principally in time and by the increased loads that could be carried.
377. Have you any documents which you can place before the Committee to show how these figures were arrived at? I will read the extract from the Commissioners' report:—

> The question of grades is a most important one in connection with the economical working of railways, and consequently all those who use railways are very closely interested in the subject, as well as its nearly allied neighbour, the power of the locomotive employed to work the traffic.
>
> Immediately we took office, in 1888, these subjects engaged our attention, as we found the lines were most exceptional in their character, having been constructed with an enormous proportion of steep gradients—631 miles of grades, varying from 1 in 30 to 1 in 75—the worst grades being on the trunk lines, and so situated that the whole volume of traffic had to pass over them. We, therefore, decided upon reducing some of the steep gradients which interfered with the loading of trains over long sections, and also to introduce more powerful locomotives.
>
> By these means, great economy in the working, as well as the expediting of traffic have been effected, and from a recent careful computation it is estimated that the saving per annum at present being realised—and which will continue for all time—is a sum of more than £100,000, and, of course, as the traffic increases in volume so will this annual saving be increased.
>
> The saving in train and assistant engine mileage for the current year, taking the haulage power of 1888 for comparison, is 900,000 miles.

378. Is this your contention—that the cost of £330,000 should be charged with interest at (say) nearly 4 per cent.? Yes.

379.

* NOTE (*on revision*):—I find that this section has recently been renewed, and credit has been allowed in the cost of the deviation for the materials recovered.—16/12/95.

Hugh McLachlan, Esq.

14 Dec., 1895.

379. That would be, in round figures, about £13,000 a year, and the difference between £13,000 and £100,000 should be placed against the expenditure of £330,000? Yes; that seems to be the way the Committee might look at it.

380. Having regard to the proposal under consideration of this Committee, what net sum do you estimate will be carried to the credit of the proposed expenditure after deducting interest on cost? The figures the officers of the Department worked out were that we should save by the carrying out of this deviation about £3,200 per annum, which would mean about 7 per cent. on the cost, £46,000.

381. That is exclusive of cost of resumption? Yes; I may say that the Commissioners had the land gone over and examined, and carefully reported on, by the officer who deals in properties. His estimate was a comparatively small one. The Commissioners put it down at about £1,000, Mr. Vernon's estimate being £734. I do not think it would be wise to go into details, because until the work is passed by Parliament nothing can be done. Mr. Vernon's estimate of £734 includes compensation and cost of severence; but the Commissioners lifted it to £1,000.

382. That would bring the work up to a little less than £50,000 altogether? Yes.

383. Will you show what sum would be placed to the credit of the railway after deducting interest? Taking it at £50,000, interest at 4 per cent. would be £2,000; therefore if we saved £3,200 that would be £1,200.

384. *Mr. Wright.*] That all goes into the Consolidated Revenue? All earnings go into the Consolidated Revenue.

385. *Vice-Chairman.*] The result will, therefore, be about £1,200 to be placed against this additional cost? No; you pay interest in addition.

386. Mr. Wright's view was that this deviation should be regarded as replacing an abandoned portion of the line, and, therefore, you should pay on the original cost of the line abandoned;—how much can you set aside towards covering the cost of the portion of the line which would necessarily be abandoned when the deviation was completed? About £1,200, taking it at 4 per cent.

387. *Mr. Wright.*] Have you any data that you can lay before the Committee as to how you arrive at the £100,000 saving;—I take it that the calculation must be based on some facts? I know nothing more than what I have given you in the extract I have read. You have got in the railway reports the actual net result that show what the Commissioners must have saved.

388. Yes, that may have arisen from a variety of causes? Yes; but this is one of the contributing causes.

389. Is it possible for the Commissioners to furnish the Committee with any set of figures showing how they arrived at their conclusion? It was not looked upon as a matter coming within the scope of this inquiry. The Commissioner's report, in regard to the saving by this deviation, was based upon figures furnished by various officers.

390. About that £1,200 which you earn over and above working expenses and interest—would it not be fair and reasonable for that to be set aside in some fund to gradually extinguish the cost of construction? That is a matter of policy which I do not like to enter upon.

391. *Mr. Hoskins.*] You can see that if the Railway Department seeks to justify their asking Parliament to vote £50,000 for this work on the data which you have given in respect to having saved £100,000 by having altered the grades of the railway;—do you not think that some details should be given showing how the saving was brought about? As a matter of fact, that data does not interest the Committee at the present time. I simply gave it as an instance of what has been accomplished by the different works.

392. But Parliament is asked to vote this money for a deviation of the existing line of railway on the ground that by having better grades the traffic would be worked better and more economically;—do you not think that the Commissioners should give some proof to support the view they set forth that £100,000 has hitherto been saved by this practice, which they now wish to continue by reducing the grade in this particular instance? Yes; but do you not think the Commissioner's statements are sufficient.

393. The Chairman of this Committee may have a difficulty in convincing Parliament that the Commissioners have saved £100,000 in the reductions of grade, if they do not give some details? All I can say is that the actual results are better than the details. You have it in the reports what net amount has been saved, and the saving must be due to something.

394. I do not wish it to be inferred that I impugn the accuracy of the Commissioner's statement. I only think it would be better if the statement were brought out in detail;—why deal with it at the present time? Why not deal with the saving in this particular case.

395. That information is asked for to justify this proposed expenditure. I think that if you can conveniently furnish the Committee with some detailed information on the subject it might facilitate the passage of this proposal through Parliament. There is another question I was going to point out. In answer to a question of Mr. Wright's, you referred to the saving in justification of increasing the capital of railway construction in this proposed deviation. You referred to the what took place in the railways in England in doubling and quadrupling the lines, but are you aware that in these cases there is no additional length of railway made? In many cases there is no additional length of railway made from point to point. There are, however, many ways in which they increase their accommodation without adding to the single length of railway.

396. They can increase the accommodation by increasing or duplicating or quadrupling the lines? Yes; but it is not all done for the same purpose. There are very many ways in which additional works are paid for out of capital in the same way that they would be paid for here. They have all the same object in view—to meet the increased traffic, and enable the lines to be worked more economically.

397. I have before said that the main saving will be the reduction in the cost of locomotive power as well as carrying increased loads. I asked Mr. Loughry yesterday if he could furnish the Committee with information of this character as to the number of locomotives used to work this length of railway between Eskbank and Bathurst, and also, if this deviation were constructed with the gradient of 1 in 50, and 1 in 80, what lesser number of locomotives would be required to carry on the traffic as based on the existing traffic, and also the diminution in the cost of coal and wages? I understand that Mr. Loughry is getting that up.

398. You are earning a certain percentage now over the existing line between Bathurst and Brewongle? Yes.

399. By this deviation, do you expect to earn 7 per cent. in addition to what you are earning at present? You can look at it in that way. It is simply the saving that is made by the reduction of this grade. For instance, it costs you so much to work the traffic between these two places by expending £46,000 or £50,000, you can effect economy which will be equal to 7 per cent. on the cost of work.

Hugh McLachlan, Esq.

14 Dec., 1895.

400. *Mr. Fegan.*] When Mr. Richardson was before the Committee, he gave evidence to the effect that a truck was supposed to earn 2s. 6d. per train mile. In your statement just given there are 900,000 miles, which, at 2s. 6d. a mile, would give you over £100,000 in connection with this deviation, the mileage that will have to be run, and the carriage saving by having a train taking a larger number of trucks with it;—is this positive proof that this will be so on your own calculation? Mr. Richardson gave the details. I cannot quite follow the calculation.
401. You think that that statement of 2s. 6d. per trainage mile is correct? The statement is correct that 2s. 6d. is estimated as being about the saving per train mile. The earnings per train come to about 7s. 6d.
402. *Mr. Davies.*] You stated, in answer to the Chairman, just now that the interest on the capital cost of the carrying out of the deviation of £50,000 at 4 per cent. would be £2,000 a year, but you abandoned by the deviation 3½ miles of railway, which must have cost £10,000 a mile. To raise that you will have to make a charge upon the profits of about £1,200 for interest? Yes.
403. If you had a profit of from £3,000 to £5,000 a year, you would have a shortage of interest in the earnings to provide for the payment of the original line which was abandoned, by the deviation which was to be constructed? Yes. In every case you have still the cost of the old line to pay for.
404. The proposed deviation will be a mile longer than the existing line? About a mile and a few chains.
405. Is it proposed to charge for that additional mile? It is nearly compensated for by the saving in distance that has been made between Penrith and Mount Victoria.
406. Is it not the practice of your Department to charge on the basis of mileage? In regard to this increase the Commissioners would not.
407. This being a mile longer each way, is it proposed by the Commissioners that they should propose an additional rate for carriage? No.
408. What I want to know, then, is how they get away from their principle of charging according to mileage? The through mileage from Sydney to Bathurst will, after the deviation is made, be very nearly what it is to-day, because savings have already been made in distance between Penrith and Mount Victoria. Altogether, it only makes about a quarter of a mile difference on the through journey. As a matter of fact, the extra distance would be more than compensated for by the increased advantages.
409. The £300,000 spent by the Commissioners in altering the grades applies, I suppose, to all the lines? Yes; for grades and curves generally. The Commissioners have had that amount voted to them for this purpose.
410. *Mr. Wright.*] Have you the means of ascertaining the amount which has been spent on the different lines? I could get the information, but it would take some little time.
411. The Commissioners believe that the carrying out of this deviation would be the means of greater economy and convenience on the Western line generally? Yes.
412. *Mr. Lee.*] You have effected some important alterations in reducing the 1 in 33 grades all over the lines;—can you, from memory, give the Committee any idea of the increased load trucked over the line on which the grades have been altered? With the "O" class of engines we took twenty-three trucks, which has since been lifted to thirty-five trucks. With the "J" class of engine, whereas we could before only take thirty, we could take forty-five.
413. Is it not a fact that since that grade has been altered you have been able to use larger trucks and more powerful engines? Yes; it has enabled great convenience to be afforded by cutting down the grades.
414. Has it not also enabled you to carry the western stock traffic to Sydney in a very much shorter time? I would not answer on the detailed working of the line.
415. Prior to the alteration, were there not numerous and serious complaints of the delays to stock? Yes.
416. Are there any complaints now? No; the traffic is worked more satisfactorily.
417. Has not that stock trade very largely increased? Yes; the stock trade has largely increased. Reckoning from 1888, it shows an increase of about 80 per cent.
418. With reference to the question of Mr. Wright, are not all railway earnings paid into the Consolidated Revenue? Yes.
419. You think that if this deviation is constructed the saving will be sufficient to pay interest on the abandoned line? The Commissioners expect the direct economy to be 7 per cent., besides which there are the indirect advantages.
420. To put the question to you very widely: if the Commissioners recommended that the line be deviated from Sydney to Bourke, unless it could be shown that the deviation would pay the interest on the abandoned line, there would be no justification in doing it? That is a very wide question.
421. Has it not been admitted for the last twenty years that this particular grade at Locksley has been a source of serious inconvenience to the particular working of that line? It has been admitted for a long time, and the Commissioners have had the deviation in their mind for a considerable period.
422. Admitting that the line, as it is, is a drawback to the traffic, would not the inconvenience increase as the traffic increased? Yes.
423. If it is a serious obstacle to the working of the railways now, it would be so for all time? Yes; and the obstacle would be more serious as the traffic grew.
424. Therefore, if there is a justification for the alteration at all, that justification exists at the present moment? Yes.
425. The railway traffic in this country depends very largely on the increase of inland settlement? Yes.
426. And the produce of the country has to find its way to the metropolis? Yes.
427. You are aware that even now there is an agitation against the existing railway rates? Yes; of course, you will always have that.
428. In the course of years, when the traffic is increased, will not that question of the reduction of rates be considered? It is always being considered.
429. *Mr. Wright.*] I take it that by this expenditure of £50,000 you will be able to earn 7 per cent. over that portion of the line? The Commissioners expect to save 7 per cent. on working expenses.

John

John Vernon, Esq., Estate and Property Agent, Department of Railways, sworn and examined:—

J. Vernon, Esq. 14 Dec., 1895.

430. *Vice-Chairman.*] What is your name? John Vernon.
431. What position do you hold? Estate Agent, Department of Railways.
432. Have you examined the land of the proposed deviation between Locksley and Brewongle, with a view of ascertaining the amount of compensation that will have to be paid to the land owners? Without giving any details the result of my valuation of the land, including the cost of severance, is £734 odd. Allowing 10 per cent. for forced sale and other expenses, I calculate that £1,000 will cover the whole cost of the land.
433. *Mr. Lee.*] Will it be necessary, in acquiring this land, to resume whole estates? Decidedly not.
434. For instance, there might be a house on the route of the proposed line;—would you have to resume the whole of that or just the width of the line? I do not think there is a place on the whole deviation of that character.
435. *Mr. Wright.*] You only intend to resume the land that is absolutely necessary? Yes—about 2 or 2½ chains.
436. *Mr. Davies.*] What is the character of the land? Partly abandoned, cultivation, some conditionally purchased land, and bush land of an inferior quality.
437. These are all selections, I suppose? Not all; about half would be conditional purchase land.
438. *Mr. Roberts.*] It is intended to abandon the old line—you are aware of that? Yes.
439. Would there be a sufficient area of land to make it worth the Commissioners' while to realise on it; it would have some value, would it not? It is of very little value because of the cutting and embankment.
440. So you have not put down any amount of money for that land against the money to be paid for the purchase of fresh land? No; I do not think any value could be realised, the land is so cut up. I looked at it with that end in view, but I found it really would not be saleable.

William Thow, Esq., Chief Mechanical Engineer, Department of Railways, sworn and examined:—

W. Thow, Esq. 14 Dec., 1895.

441. *Vice-Chairman.*] What is your name? William Thow.
442. What position do you hold in the Railway Department? Chief Mechanical Engineer.
443. *Mr. Wright.*] Touching this proposed deviation at Locksley—if the work is carried out, will it give you easy grades between Wallarawang and Dubbo the whole distance? It would affect two grades at present; the others would remain as they are.
444. And there are no other grades of 1 in 33 and 1 in 40 between here and Wallarawang except this particular one? I think not, except at places where bank engines are used. There are some short pieces of 1 in 40, but they do not distress us very much. It depends a good deal on how you approach them. If you have a long decline or a short rise the engine goes over it without feeling it.
445. Can you give any information as to what a goods engine can haul over this 1 in 33 and 1 in 40 as against easier grades of 1 in 55 and 1 in 80? Yes. Taking the ordinary type of small engine on the road, the load at present is nineteen for the down journey of general goods, and twenty-two for the up journey, and these loads for that type of engine would be increased. The first to twenty-nine, and in the second instance to thirty-nine.
446. That would be a considerable saving to the engine wear and tear? Yes; we should not have to send so many trains over the road.
447. And this, of course, would make things easier for the permanent way? Certainly.
448. I suppose trucks are not so hard on the permanent way as the engines? The engines destroy the way quicker.
449. Has the statement from which you have just read been prepared with a view of submitting it to this Committee? Yes.
450. Will you read it? Yes; it is as follows:—

Effect of altered grades at Locksley on engine loads.

Existing grade down journey 1 in 33. Present loads taken.		Proposed grade down journey 1 in 55. Loads to be taken.	
B class	19 general goods.	B class	29 general goods.
O "	23 "	O "	35 "
J "	30 "	J "	45 "
Existing grades up journey 1 in 40. Present loads taken.		**Proposed grade up journey 1 in 80. Loads to be taken.**	
B class	22 general goods.	B class	29 general goods.
O "	27 "	O "	35 "
J "	36 "	J "	42 "

I may explain that the loads that are set down here for the altered grades are not governed by these grades, but are governed by other grades that we have to work over in nearing Sydney. There are three grades that govern these loads—one near Sodwalls, of 1 in 55; another one between Clarence and Bell, of 1 in 50; another between Mt. Victoria and Blackheath, of 1 in 55; and what are given here for the proposed grade alterations are not actually the loads for such grades, but for those which we shall have to work over in order to approach Sydney.
451. The reduction of these grades will give you a larger carrying power? Undoubtedly.
452. Can you give the Committee any idea of what would be the saving by this deviation? Yes; it has been estimated by some of the traffic and locomotive officers that the saving would be about £3,232 in actual working expenses.
453. Has that estimate been recently prepared? It was prepared for the Commissioners when the question of altering these grades was first suggested. It applies to these particular alterations. It is estimated that the number of train miles that will be saved by the alteration is 34,763 per annum, that is

W. Thow, Esq. 14 Dec., 1895.

is taking the up and down traffic. The saving for each train mile is set down at 2s. 6d., giving a net money saving of what I mentioned before, namely, £3,232. That rate of 2s. 6d., I may say, is made up entirely of locomotive power, exclusive of carriages and wagons, because the same number of carriages and wagons go over the line whatever the grade may be, and, therefore, the cost of maintaining carriages and wagons has not been taken into account. If you will permit me I shall read the following statement:—

	Train miles—7,594,281.		30 June, 1895. d.	d.
Cost per train mile:—	d.			
Permanent Way	12·63			
Locomotive Power... ...	15.63	*Less* Superintendence and Clerks	0·45	
		„ Foremen and Timekeeper	0·32	
			0·77 =	14·86
Carriages and Wagons ...	4·13			
Traffic	13·96	*Less* Superintendence and office expenses...	0·66 =	13·30
Compensation	1·05			
Gratuities	0·27			
General expenses	1·87			
	49·54			

Locomotive Power (including Superintendence, &c.)	15·63
And traffic	13·96
	29·59

or over 2/5½.

If the following charges are taken—

Permanent Way	12·63
Locomotive Power (exclusive of Superintendence and Clerks, Foremen and Timekeepers)	14·86
Traffic (exclusive of Superintendence and office expenses)	13·30
	40·79

or 3/4·79.

NOTE:—Permanent Way includes salaries, &c., of engineers, surveyors, draftsmen, clerks, inspectors, foremen, and timekeepers, which equals 0·92 pence.

454-5. *Mr. Wright.*] How is the cost of locomotive power ascertained? The locomotive power is made up of repairs to the engines, drivers', firemen's, and cleaners' wages, and all the labour connected with the working of the trains, including fuel and other stores. That is the heading under which the locomotive power is ascertained.

456. I suppose it is needless to ask you if you think it is a wise recommendation on the part of the Commissioners for economising the cost of the line and facilitating the traffic? I think it is very wise.

457. If this deviation were carried out, how would it affect the speed of trains—passenger trains? I think we should increase the speed over those particular grades. There is a greater distance to travel—about a mile and one-seventh between Eskbank and Bathurst, so in all probability the actual speed would not be much increased between these two places. From point to point there might be no increase in speed, but there would be economy in having to take fewer trains over the line as far as goods and live stock are concerned.

458. *Mr. Fegan.*] The "J" type of engine at the present time takes 30 wagons on the down grade and 36 on the up grade, and the ordinary type only takes 19 on the down and 22 on the up. Could you not get over a great deal of this difficulty by putting on these larger types of engines? We have the large type of engines there; if the larger type is available we do not use the small types.

459. What do these large engines cost? The cost of the large engines is about £3,750 each.

460. In the face of all that, do you still recommend this work to be carried out? Yes.

461. In preference to buying larger types of engines? Yes. If we have larger types of engines we get the benefit just the same. Independent of the type of engine, I think it would be a good thing to carry out this alteration, because whatever class of engine you may use the work is crippled at that particular place.

462. As it is proposed to spend £47,500 by cutting down grades between Locksley and Brewongle, the thought arose that engines with greater power could do this work instead of cutting down the grades? Of course larger engines will haul more for these particular grades, but you are getting greater economy out of the working of the line by having these grades reduced and by having larger engines.

463. Are you quite clear on the point that there would be a saving of £3,000 if the deviation was carried out? I do not think there is any doubt about it.

464. *Mr. Hoskins.*] I suppose, then, that if this deviation is made, and the grades are made easier between Locksley and Brewongle, a smaller number of engines would do the work? We should have fewer engines going over the line each day.

465. There would be the saving of coal? Yes; that saving is contemplated in the 2s. 6d.

466. *Mr. Lee.*] Is there not a movement in the railway world at the present time particularly amongst mechanical engineers to reduce the grades on existing railways;—is there not a fight between mechanical power and grades at the present moment? It is always contemplated that at some time the grades should be reduced in order to facilitate the volume of traffic. That is always held in view by railway men.

467. Is it not in the light of developments of the last few years considered advisable in the railway world to reduce grades whenever possible? Yes; it is a matter which is always contemplated.

468. Was that not one of the things that came up for consideration at the late Railway Conference in Europe? I should think it was a feature of the discussions. I myself was not there, however.

469. Even in new countries at the present time is there not a tendency to reduce grades? Yes; they are recognised as being crippling to traffic.

470. *Mr. Wright.*] Do you consider a 15-chain curve a difficult one? No.

471. A big engine can work well on a 15-chain curve? Yes; I think 15 chains is a very good working curve.

PARLIAMENTARY STANDING COMMITTEE ON PUBLIC WORKS.

SECTIONAL COMMITTEE.

PROPOSED DEVIATION AT LOCKSLEY, GREAT WESTERN RAILWAY.

REPORT.

THE Sectional Committee appointed on the 13th instant to inspect and report with reference to the proposed deviation at Locksley, Great Western Railway, and consisting of Mr. T. T. Ewing, Chairman, Hon. W. J. Trickett, Mr. A. Cameron, and Mr. T. H. Hassall, accompanied by Mr. Engineer Wickham, Railway Construction Branch, left Sydney by train on Saturday morning, and on arriving at Locksley proceeded along the route of the proposed deviation, noting particularly on the way a site at the intersection of the O'Connell-Locksley Road with the new deviation, which a deputation from O'Connell pointed out as most suitable for a new platform. They then proceeded to O'Connell, and from there along the road to Brewongle, where the evidence of Mr. Joseph Alexander Heylin, farmer and grazier, was taken. The Sectional Committee left the same night for Sydney.

The first duty of the Committee on arriving at Locksley was to compare the present line to Brewongle with the proposed deviation. They were struck with the easier grades obtainable by the proposed route, and notwithstanding the greater length the advantage of the deviation to traffic was at once apparent.

Description of deviation.

The deviation leaves the Great Western Line at 129 miles 65 chains from Sydney, at an elevation of 2,419 feet above sea-level, and proceeds to the south of the existing line, attaining by a $\frac{1}{55}$ grade a summit height of 2,588 feet. Here at the intersection of the O'Connell-Locksley Road the grade will admit of the introduction of a goods siding and other station arrangements. From here the line proceeds by a $\frac{1}{80}$ grade recrossing the existing rails, and descending to a height of 2,490 feet, at Tyndall's Hollow. A rising grade of $\frac{1}{55}$ completes the scheme, connecting with the Great Western Line near the Brewongle overbridge, at an elevation of 2,557 feet. The length is greater by one mile and thirteen chains than the present line.

Position of present line.

The portion of the Great Western Railway over which the deviation is proposed appears to have been designed in its present position from a desire to obtain the most direct route between Locksley and Brewongle. Grades of $\frac{1}{33}$ and $\frac{1}{40}$ have been used, but as similar grades have been used freely in other places, they were probably thought sufficiently good for the then traffic.

Advantage of deviation.

The new line substitutes $\frac{1}{55}$ and $\frac{1}{80}$ grades for the original grades mentioned in the last paragraph.

Estimated cost of the work.

The cost of the work is mainly due to the mountainous character of the country, and to the fact that it is composed entirely of granite rock, with the exception of the immediate surface. Rock is met with at an average depth of 3 feet 6 inches below the surface.

Cost of resumption.

The route may be generally described as passing through rather poor granite country—considerable areas of which have been cleared; the whole of which is used for grazing purposes. The proposed deviation does not interfere with any land under crop.

The value placed upon the land by the residents—viz., £10 per acre—is exorbitant. The cost of resumption should be small.

The

O'Connell requirements.

The question of the traffic on the Great Western Line being the real matter under consideration, the Committee did not regard it necessary to summon witnesses at O'Connell, but examined the Secretary of the O'Connell Progress Association at Brewongle. The views expressed by that witness were confirmed by several residents who were present.

The proposed alteration will be of importance to O'Connell, and to any traffic finding its way through O'Connell to the Railway Station at Locksley or Brewongle.

The settlement at O'Connell is permanent, and the traffic from it and through it from the south to the railway is considerable.

If suitable accommodation be provided at the intersection of the Locksley-O'Connell Road with the proposed deviation, the road distance to the railway depôt will be lessened by about two miles to those who previously used the Locksley Station, and about three miles to the traffic which previously found its way to Brewongle.

The roads are in fair order, but the grades, especially on the Brewongle Road, are heavy.

Recommendation of Sectional Committee.

The Committee recommend—

(1) That the deviation be carried out as proposed.

(2) That suitable accommodation for goods and passengers be provided at the intersection of the Locksley-O'Connell Road.

THOS. EWING,
Chairman.

14 December, 1895.

PARLIAMENTARY STANDING COMMITTEE ON PUBLIC WORKS.

MINUTES OF EVIDENCE.

DEVIATION AT LOCKSLEY, GREAT WESTERN RAILWAY.

[TAKEN BEFORE THE SECTIONAL COMMITTEE.]

SATURDAY, 14 *DECEMBER*, 1895.

[*The Sectional Committee met at the Railway Station, Brewongle, at 6·50 p.m.*]

Present:—

THOMAS THOMSON EWING, Esq. (CHAIRMAN).

The Hon. WILLIAM JOSEPH TRICKETT, | ANGUS CAMERON, Esq.,
THOMAS HENRY HASSALL, Esq.

The Sectional Committee proceeded to consider the proposed Deviation at Locksley, Great Western Railway.

Mr. Joseph Alexander Heylin, farmer and grazier, O'Connell, sworn, and examined:—

Mr. J. A. Heylin. 14 Dec., 1895.

1. *Chairman.*] What are you? I am the Secretary of the local Progress Association, and have lived in the district for eight years. The population of the town and surrounding district is between 600 and 700. Wheat, hay, oats, and potatoes are chiefly grown there. It is also a large grazing district, and there is a butter factory in the town. If the deviation proposed is carried out, a platform at the intersection of the Locksley Road, would be a great public convenience, and the people from O'Brien, Wiseman's Creek, Bloom Hill, Bolton Vale, and O'Connell, would use it. This platform would be only about a mile and a half from O'Connell, whereas all the produce and traffic from O'Connell and the districts named have to go through O'Connell to the railway station at Brewongle, a distance of about 5 miles. That road is very steep and heavy, and is a great detriment to the traffic and, in many cases, rather than go to Brewongle, and thence by train to Bathurst, the people prefer to drive by road the whole way to Bathurst, a distance of about 13 miles. O'Connell is an increasing and prosperous district, and I am sure more land would be cultivated if the platform was erected, and haulage to the railway thereby made easier. The road to the platform being much shorter and easier, one horse would be able to do the work of three on the present road. There is a creek-crossing at the Fish River, close to O'Connell, and a bridge there would be a public convenience, especially when the river was in fresh, and would also shorten the distance to the suggested platform. The proposed deviation goes nearly its whole length through grazing land, the only exceptions being that it runs through about 30 acres of cultivation land of Lock's, about 10 acres of cultivation land of Dowler's, and about 10 acres of cultivation land of Mackenzie's; but these lands are not now under crop. I think that, taking the whole of the land through which the proposed deviation runs, about £10 an acre would be a fair all-round value. The suggested platform, if erected, would, I believe, bring additional traffic to the railway.

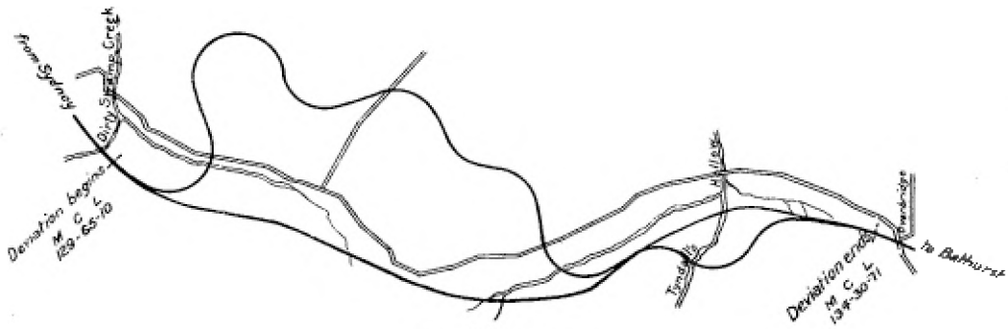
[One Plan.]

Sydney: Charles Potter, Government Printer.—1895.

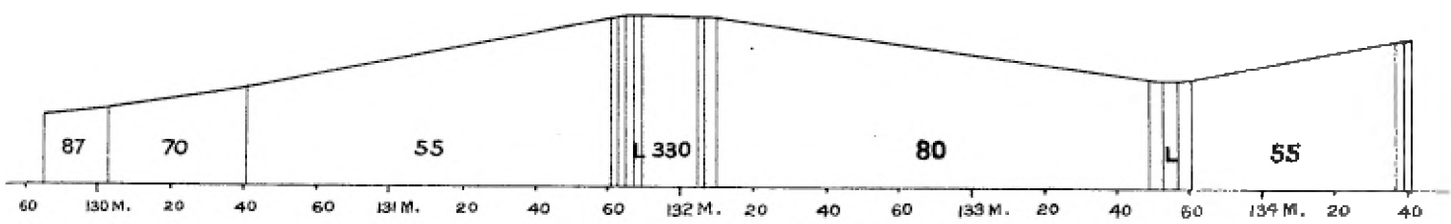
N.S.W.R.

Western Line

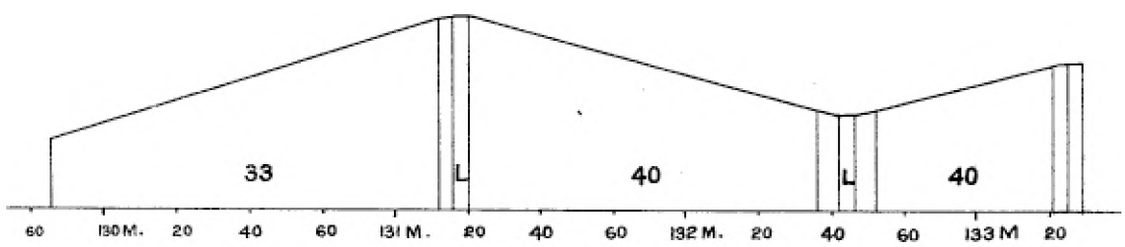
Locksley Deviation



— Plan —



— Section on Deviation. —



— Section on Existing Line. —

(367-)

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

1895.

LEGISLATIVE ASSEMBLY.

NEW SOUTH WALES.

RAILWAYS.

(CORRESPONDENCE RESPECTING RE-ENGAGEMENT OF MR. E. M. G. EDDY AS CHIEF COMMISSIONER FOR.)

Ordered by the Legislative Assembly to be printed, 19 *September*, 1895.

The Colonial Treasurer to The Chief Commissioner for Railways.

My dear Sir, The Treasury, New South Wales, Sydney, 16 September, 1895.

Your request, telegraphed from London, that the increase of salary arranged for, subject to the approval of Parliament, in agreement between us should not be submitted to the Legislative Assembly, has made it necessary to go into the question of your re-engagement afresh.

Before doing so, I desire to state that the Government was determined, but for your express and repeated requests, to submit their proposal to Parliament whatever the result might be—(1), because we had agreed to do so; (2) because we believed that a change in the management of our railways would be a public calamity at the present time. We are still of the same opinion.

There is no doubt, however, that the time was singularly unfavourable for such an increase. There had been large reductions in public expenditure, dismissals of officers, reductions of salaries. We are about to thoroughly reorganise the Public Service upon strictly economical lines. Under these circumstances it was perhaps natural that Members of the Legislative Assembly should feel the strongest possible disposition to refuse to increase the highest salary paid to a public servant, the Chief Justice alone excepted, by the, to us, unprecedented addition of £1,000 per annum. This disposition was not one of personal disparagement to you. Your great services, and the desire to retain them, commanded, and still command, general approval in Parliament, and throughout the whole community.

It would be strange if there were no such feeling Since you, assisted by your brother Commissioners, Messrs. Oliver and Fehon, took charge of our Railways, with the assistance of a fine staff and splendid body of men, you have made that which was one of the great anxieties of our financial system one of its strongest supports. Through times of banking panic and commercial stagnation, our Railways have been, under your management, a tower of strength to New South Wales. Unexampled reductions in revenue were met by efficient reductions in expenditure; whilst, on the threshold of better times, the whole staff, with very few exceptions, has been restored to full time, enjoying steadier employment and higher wages than any other body of workmen in the Australian colonies. The following, chosen from many similar facts in the last Annual Report, summarises the excellent results of the working of our Railways under the new system. For the past seven years, 67·68 per cent. of the increased gross earnings have been paid into the Treasury as net profit. Although the gross traffic for the year ended 30th June last is £583,080 in excess of that of 1888, when the new management began, the whole of this increased income has been earned with the small increase of £37,038 over the working expenses of 1888. During the period since 1888, the whole of the railway property has also been vastly improved in condition out of working expenses. In 1888 the percentage of working expenses to gross earnings was 66·69. From that point it has been gradually reduced, until, for last year, the percentage was only 54·46.

Since you have led the Government to withdraw the proposal for an increase of your salary, we hope that you will accept a second term of service without it. Feeling that the salary falls short of the proved value of your services, we are also willing that you shall be at liberty to retire at any time during the second term upon reasonable notice, (say) six months. As you have, by your return to the Colony now, given up six months leave of absence on full pay, the Government also consider you entitled, when you have completed four years of the new service, to a liberal leave of absence on full pay.

Yours, &c.,
G. H. REID.

The Chief Commissioner for Railways to The Colonial Treasurer.

Office of the Railway Commissioners of N.S.W.,
Sydney, 17 September, 1895.

My dear Sir,

I have the honor to acknowledge the receipt of your letter of yesterday's date.

From conversations which I had with you before leaving the Colony last February, I felt that there would be little or no difficulty in getting Legislative sanction to the agreement then entered into between us; and it was only in consequence of the cables which passed between us while I was absent in London, and which held out little hope of the increased salary arranged upon between us being agreed to by Parliament, that I decided upon cabling to you requesting you not to submit the proposal.

The kindly expressions contained in your letter now under reply, supplemented as they have been on all sides since my return to the Colony, and more particularly by the large and representative deputation which waited upon me yesterday, lead me to believe that the public generally are sincere in their desire to retain my services as Chief Commissioner of Railways. After very carefully considering the matter, I have determined to sink all personal considerations and to accept re-engagement in the terms of your letter of yesterday.

I understand from you that these terms can be immediately fixed by the Executive Council, and made binding on the Colony as well as myself.

Very truly, &c.,
E. M. G. EDDY.

The Under Secretary for Finance and Trade to The Chief Commissioner for Railways.

The Treasury, New South Wales, Sydney, 19 September, 1895.

Sir,

I am desired by the Honorable the Premier and Colonial Treasurer to acknowledge the receipt of your letter of 17th instant, intimating your acceptance of re-engagement as Chief Railway Commissioner, in terms of Mr. Reid's letter to you of 16th idem.

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

Sydney: Charles Potter, Government Printer.—1895.

1895.

LEGISLATIVE ASSEMBLY.

NEW SOUTH WALES.

RAILWAYS.

(COPY OF OPINION OF THE ATTORNEY-GENERAL RESPECTING THE ABSENCE OF ONE OF THE RAILWAY COMMISSIONERS FROM THE COLONY.)

Ordered by the Legislative Assembly to be printed, 29 August, 1895.

Copy of Opinion of the Honorable the Attorney-General.

I AM of opinion that in consequence of the introduction into the Railway Act of section 71, it is necessary to comply with that section, that there should be three Commissioners present to constitute a proper Court of Appeal.

The Victorian Act does not contain any such provision; Mr. Speight's absence is therefore no precedent. No doubt Mr. Eddy's short leave of absence on previous occasions without noticing the working of this clause has caused this difficulty to have been overlooked; but it exists all the same.

J. H. WANT, A.-G.

May 30th, 1895.

1895.

LEGISLATIVE ASSEMBLY.

NEW SOUTH WALES.

DARLING ISLAND RAILWAY BILL.

(MESSAGE No. 10.)

Ordered by the Legislative Assembly to be printed, 17 September, 1895.

FREDK. M. DARLEY,
Lieutenant-Governor.

Message No. 10.

In accordance with the provisions contained in the 54th section of the Constitution Act, the Lieutenant-Governor recommends for the consideration of the Legislative Assembly the expediency of making provision to meet the requisite expenses in connection with a Bill to authorise the construction and use of lines of railway to Darling Island, along and across certain roads and highways, and for purposes incidental thereto.

Government House,
Sydney, 14th September, 1895.

1895.

LEGISLATIVE ASSEMBLY.

NEW SOUTH WALES.

GOULBURN TO CROOKWELL RAILWAY BILL.

(MESSAGE No. 13.)

Ordered by the Legislative Assembly to be printed, 18 *September*, 1895.

FREDK. M. DARLEY,
Lieutenant-Governor.

Message No. 13.

In accordance with the provisions contained in the 54th section of the Constitution Act, the Lieutenant-Governor recommends for the consideration of the Legislative Assembly the expediency of making provision to meet the requisite expenses in connection with a Bill to sanction the construction of a line of railway from Goulburn to Crookwell, provided that before commencing the said work certain land required is contracted to be conveyed to the Crown, or an indemnity is given for the cost of resuming the same, to authorise the construction of the said line on public roads, and without making or maintaining fences along the said line; and for other purposes.

Government House,
Sydney, 18*th September*, 1895.

1895.

LEGISLATIVE ASSEMBLY.

NEW SOUTH WALES.

LOCKSLEY DEVIATION BILL.

(MESSAGE No. 15.)

Ordered by the Legislative Assembly to be printed, 17 December, 1895.

HAMPDEN,

Governor.

Message No. 15.

In accordance with the provisions contained in the 54th section of the Constitution Act, the Governor recommends for the consideration of the Legislative Assembly the expediency of making provision to meet the requisite expenses in connection with a Bill to sanction the construction of a deviation at Locksley on the Great Western Line of Railway, and to constitute the Railway Commissioners of New South Wales the constructing authority thereof within the meaning of the Public Works Act of 1888.

Government House,

Sydney, 17th December, 1895.

1895.

LEGISLATIVE ASSEMBLY.

NEW SOUTH WALES.

RAILWAY BETWEEN MOREE AND INVERELL.

(PETITION FROM CERTAIN RESIDENTS OF THE DISTRICT OF MOREE, IN FAVOUR OF.)

Received by the Legislative Assembly, 5 December, 1895.

To the Honorable the Members of the Legislative Assembly, in Parliament assembled.

We, your humble Petitioners, residents of the district of Moree, respectfully pray that you will take into favourable consideration the desirability of connecting the towns of Moree and Inverell by rail, as we are of opinion that the construction of such a line would prove of inestimable benefit to the contiguous districts, and would also materially enhance the Railway revenue.

And your Petitioners, as in duty bound, will ever pray.

[*Here follow* 102 *signatures.*]

1895.

LEGISLATIVE ASSEMBLY.

NEW SOUTH WALES.

RAILWAY FROM MOREE TO INVERELL, VIÂ WARIALDA.

(PETITION FROM CERTAIN RESIDENTS OF WARIALDA AND DISTRICT IN FAVOUR OF.)

Received by the Legislative Assembly, 19 *December*, 1895.

To the Honorable the Speaker and Gentlemen of the Legislative Assembly of New South Wales, in Parliament assembled.

The following Petition of the undersigned residents of Warialda and surrounding district,—

HUMBLY SHOWETH:—

That the construction of a railway line from Moree to Inverell, *via* Warialda, is a matter which should be dealt with by your Honorable House at the earliest possible opportunity, and that for the following reasons:—

1. That a large population, the magnitude of whose producing operations in the way of wool, hides, fat stock, &c., &c., is great, is without better means of communication with the large centres than is afforded by primitive means; and that being so the population referred to labour under a very serious disability.

2. That the construction of the proposed line would remove the disability complained of.

3. That the proposed line would not be an expensive one to construct, and such being the case it is calculated that it would pay more than working expenses and interest on outlay from the day of opening.

4. That such a line would promote settlement and foster the establishment of persons on moderate-sized holdings.

5. That it would provide a speedy means of communication between the cereal-producing lands of the east and non-cereal producing lands of the west, and conduce to the general wellbeing of the people through which the line would pass.

6. That at present there are hundreds of thousands of acres in the Warialda District fit for tillage, but which are still used as grazing areas, because there are no speedy means of despatching to market agricultural products were they grown here.

7. That the number of fat sheep yearly out of the million and a half depastured in the district would form an important factor in the matter of freightage to the large centres of population.

8. That in the Warialda District, within 6 miles of the town, there are inexhaustible deposits of sandstone eminently suitable for building purposes, while there are forests of ironbark that would afford sleepers for the railway lines in the north-west for many years to come.

For these and for other reasons we humbly pray your Honorable House to give favourable consideration to the proposed railway line from Moree to Inverell at the earliest opportunity.

And your Petitioners, as in duty bound, will ever pray.

[*Here follow* 142 *signatures.*]

1895.

LEGISLATIVE ASSEMBLY.

NEW SOUTH WALES.

AGREEMENT BETWEEN RAILWAY COMMISSIONERS AND MESSRS. THOMAS COOK AND SONS.

(RETURN RESPECTING.)

Ordered by the Legislative Assembly to be printed, 23 *October*, 1895.

RETURN to an *Order* of the Honorable the Legislative Assembly of New South Wales, dated the 25th September, 1895, That there be laid upon the Table of this House,—

"A copy of the Agreement subsisting between the Railway Commissioners "and Messrs. Thomas Cook and Sons, Tourist Agents."

(Mr. Schey.)

ARTICLES of Agreement made the thirteenth day of February, in the year of our Lord one thousand eight hundred and ninety-five, between John Mason Cook, of Ludgate Circus, London, in England, Esquire, carrying on business in England and Australia under the name of Thomas Cook and Sons, of the one part, and the Railway Commissioners of New South Wales, a body corporate created under or by the Government Railways Act of 1888 (hereinafter called the Commissioners), of the other part. Whereas the said John Mason Cook carries on the business of arranging the means of travelling for persons desirous of visiting the Australian Colonies and travelling therein. Now it has been agreed between the parties hereto that for the purpose of promoting travel on the New South Wales Government Railways, the said John Mason Cook shall have the right to issue tickets for and on behalf of the Commissioners, entitling the persons to whom the same shall be issued to travel upon the New South Wales Government Railways as follows:—

1. International travel confined to tourists from any part of the world beyond the Australian Colonies booked through the agency of the said John Mason Cook.

2. Persons arriving in the Colony of South Australia by foreign vessels, and booked as aforesaid by rail to Sydney, and any other place within the Colony of New South Wales.

3. Persons travelling by rail from Sydney to Adelaide for the purpose of joining vessels at the latter place proceeding beyond the Australian Colonies, booked as aforesaid.

4. Persons booked as aforesaid, and travelling by special excursion trains arranged for by the said John Mason Cook with the Commissioners.

5. Persons visiting any exhibition, or any other feature of attraction of the kind, booked as aforesaid, travelling to or from such exhibition or other special feature of attraction over the New South Wales Government Railways.

6. The railway tickets to be issued for any one of the journeys specified, shall be in such form as may be approved of by the Commissioners, and shall be printed and issued by and at the expense of the said John Mason Cook, and the fares to be charged therefor shall be those usually charged to the general public and specified in the railway rates published by the authority of the Commissioners, or such special fares as may from time to time be agreed upon.

[607 copies—Approximate Cost of Printing (labour and material), £1 8s. 7d.]

7. All moneys received by the said John Mason Cook for tickets issued by him for the journeys above specified shall be remitted to the Accountant to the Commissioners during the first week in each month accompanied by a voucher in a form to be approved of by the Commissioners, and under no circumstances shall a refund of any moneys so received by the said John Mason Cook be made by them, any question of refund being a matter resting entirely with the Commissioners.

8. The said firm shall carefully preserve the butts of all tickets issued as aforesaid, and keep such books of accounts, showing all moneys received for the sale of tickets as may be deemed necessary, and all of which butts and books shall at all times be open to inspection by any person duly authorised by the Commissioners in that behalf.

9. Any expense incurred by the said John Mason Cook, whether in supplying tickets, advertising, office accommodation, clerical assistance, or for any other purpose whatsoever, in connection with the right hereby granted, shall be borne by the said John Mason Cook whose remuneration for the services rendered by this agreement, shall be a payment by the Commissioners of 10 per cent. upon the amounts collected by the said John Mason Cook, and remitted by them on account of the sale of the tickets hereinbefore referred to, which percentage shall be paid quarterly, or as nearly so as circumstances will permit.

This agreement shall be in force for a period of one year from the first day of January, one thousand eight hundred and ninety-five: Provided that if any default be made by the said John Mason Cook, in the performance of the obligations hereinbefore mentioned, it may be terminated at any time upon the Commissioners giving to the agent in New South Wales, of the said John Mason Cook, seven days notice to that effect, without prejudice to the rights of the Commissioners, to recover and receive from the said John Mason Cook all moneys apparently due and payable by him up to the date of the termination of this agreement.

In witness whereof the said John Mason Cook hath hereunto set his hand and seal, and the Commissioners have caused their common seal to be hereunto affixed the day and year first above written.

Signed, sealed, and delivered, by the said John Mason Cook, by his attorney, George Henry Robert Hatch, in the presence of,— } JOHN MASON COOK, By his Attorney,—Geo. Hatch.

G. F. Cook,
Accountant, Chaffey Bros. (Ltd.)
Melbourne.

The common seal of the Railway Commissioners of New South Wales hath been hereunto affixed by the Railway Commissioners aforesaid in the presence of,— } [L.S.] W. M. FEHON, CHARLES OLIVER.

John Kneeshaw.

Sydney: Charles Potter, Government Printer.—1896.

1895.

LEGISLATIVE ASSEMBLY.

NEW SOUTH WALES.

MILSON'S POINT RAILWAY.

(RETURN RESPECTING.)

Ordered by the Legislative Assembly to be printed, 13 *November*, 1895.

RETURN to an *Order* of the Honorable the Legislative Assembly of New South Wales, dated the 21st August, 1895, That there be laid upon the Table of this House a Return showing,—

"(1.) The gross earnings and working expenses of the Milson's Point "Railway.

"(2.) The valuation of land fronting Lavender Bay, the property of the "Government, and partly used for railway purposes.

"(3.) The cost of land resumed in excess of railway requirements.

(*Mr. E. M. Clark.*)

No. 1.

St. Leonards to Milson's Point, 2 miles 78 chains; opened 1st May, 1893.

The gross earnings and working expenses are as follows:—

	Earnings.	Working Expenses.
From date of opening to 30th June, 1894	£3,675	£3,299
For year ending 30th June, 1895	4,272	2,874
Totals	£7,947	£6,173

The above figures do not include interest on the cost of construction, the capital invested being in 1894 £323,719, and in 1895 £356,796, upon which the interest would amount to £13,224 and £13,090, respectively, or a total of £26,314. The loss on the line after providing for working expenses and interest would, therefore, be £24,540.

Nos. 2 and 3.

Situation.	Owner.	Total area purchased and resumed and partly used for Railway purposes.	Valuation.	Area resumed and required for Railway purposes.	Cost.	Area purchased in excess of Railway requirements.	Cost.
		a. r. p.	£ s. d.	a. r. p.	£ s. d.	a. r. p.	£ s. d.
Berry's Bay ...	*Morland, D.	0 0 25	600 0 0	.....	.....	0 0 25	600 0 0
Do ...	*French, J. H. (Trustees)	0 0 22¼	300 0 0	.....	.....	0 0 22¼	300 0 0
Do ...	Charlton, A. W.	1 0 5¼	5,000 0 0	0 3 14¼	3,000 0 0	0 0 31	2,000 0 0
Do ...	Smith, F.	0 2 37¼	5,606 9 10	0 0 19¼	1,982 0 0	0 2 18	3,624 9 10
Lavender Bay...	Cliff, J. W.	6 0 8	40,000 0 0	0 2 38	4,240 0 0	5 1 10	35,760 0 0
Do ...	Penny and Buckland ...	0 3 13	4,300 0 0	0 0 15¼	300 0 0	0 2 37¾	4,000 0 0
Do ...	Charlton, R.	0 2 28	3,500 0 0	0 0 33¼	620 0 0	0 1 34¾	2,880 0 0
Do ...	Charlton, M. and R. ...	0 1 16	3,500 0 0	0 0 18	780 0 0	0 0 38	2,720 0 0
	Interest	.....	4,242 8 8	.....	1,294 8 8	.....	2,948 0 0
	Totals	9 3 35	67,048 18 6	2 0 18¼	12,216 8 8	7 3 16¾	54,832 9 10

NOTE.—* 4¾ perches were resumed by proclamation from Morland and 1¼ perches from French, for the railway, cutting off all street access to the residue of their land, and it was subsequently discovered that the resumption could be dispensed with, but the owners insisted upon the resumption and compelled the Department to purchase the whole of the allotments.

[3d.] 300—

[607 copies—Approximate Cost of Printing (labour and material), £1 7s. 3d.]

1895.

LEGISLATIVE ASSEMBLY.

NEW SOUTH WALES.

RAILWAY PASSENGERS ON MUDGEE LINE, AND ON ORANGE TO MOLONG LINE.

(RETURN RESPECTING.)

Ordered by the Legislative Assembly to be printed, 19 *December*, 1895.

RETURN to an *Order* of the Honorable the Legislative Assembly of New South Wales, dated the 7th November, 1895, That there be laid upon the Table of this House a Return showing,—

"(1.) The number of 1st and 2nd class passengers who have travelled on "the Mudgee line during the last twelve months.

"(2.) The number of 1st and 2nd class passengers who have travelled on "the Orange to Molong, Parkes, and Forbes line.

"(3.) The amount received annually in each case and on each line "respectively."

(Dr. Ross.)

RETURN showing the number of Passengers carried on the Wallerawang to Mudgee and Orange to Forbes Branches, together with the sectional earnings for same, during the twelve months ending 31st October, 1895:—

	1st-Class.		2nd Class.		Total.	
	No.	Amount.	No.	Amount.	No.	Amount.
		£ s. d.		£ s. d.		£ s. d.
Mudgee Branch	3,351	1,694 12 8	17,635	3,950 5 2	20,986	5,644 17 10
Forbes Branch	5,495	2,227 4 5	27,212	5,686 12 10	32,707	7,913 17 3

[3d.] 385—

[595 copies—Approximate Cost of Printing (labour and material), £1 5s. 4d.]

1895.

LEGISLATIVE ASSEMBLY.

NEW SOUTH WALES.

PUBLIC WORKS ACT OF 1888.

(RESUMPTION OF LAND ON THE GREAT WESTERN RAILWAY FOR THE EASING OF CURVES AND GRADES NEAR LINDEN.)

Ordered by the Legislative Assembly to be printed, 19 *September*, 1895.

NOTIFICATION OF RESUMPTION OF LAND FOR RAILWAY PURPOSES UNDER THE PUBLIC WORKS ACT OF 1888.

NEW SOUTH WALES, to wit. } Proclamation by His Excellency The Honorable Sir FREDERICK MATTHEW DARLEY, Knight, Lieutenant-Governor of the Colony of New South Wales and its Dependencies.

(L.S.)

FREDK. M. DARLEY, *Lieutenant-Governor.*

WHEREAS the Railway Commissioners of New South Wales are desirous of acquiring the land referred to in the Schedule hereto for the purpose of maintaining the traffic on the Great Western Railway, by easing the curves and grades of the said line between Sydney and Mount Victoria, which work appears to the Commissioners necessary, and is such work as the Railway Commissioners are authorised to carry out pursuant to the "Government Railways Act of 1888;" and it is estimated that the cost of completing such work will not exceed the sum of £20,000: And whereas the said land is, in my opinion, required for carrying out the said work: Now, therefore, I, the Lieutenant-Governor aforesaid, with the advice of the Executive Council, in pursuance of the "Public Works Act of 1888," do hereby direct that the said work shall be carried out under the "Public Works Act of 1888" by the said Railway Commissioners, who, in respect to the said work, I hereby declare shall be deemed to be the Constructing Authority: And in further pursuance of the provisions of the said Act, I do hereby direct that the said land may be acquired and taken for the purposes aforesaid under the "Lands for Public Purposes Acquisition Act," and I do declare by this notification to be published in the Gazette, and in one or more newspapers published or circulated in the Police District wherein the said land is situated, that the said land described in the Schedule hereto has been resumed for the public purpose hereinbefore expressed, that is to say, to provide for the easing of the curves and grades between Sydney and Mount Victoria, to the intent that upon the publication of this notification in the Gazette, the said land described in the Schedule hereto shall forthwith be vested in the said Constructing Authority on behalf of Her Majesty, for the purposes of the said "Public Works Act of 1888," for an estate in fee simple in possession, freed and discharged from all trusts obligations, estates, interests, contracts, charges, rates, rights-of-way, or other easements whatsoever, and to the intent that the legal estate therein, together with all powers incident thereto or conferred by that Act, shall be vested in such authority as a Trustee; and I declare that the following is the Schedule of land hereinbefore referred to:—

SCHEDULE.

All that piece or parcel of land situate in the parish of Magdala, county of Cook, and Colony of New South Wales, being part of portion No. 3 of the aforesaid parish: Commencing at a point on the northern boundary of the aforesaid portion, distant N. 51° 56′ east 951 links from the north-west corner thereof; and bounded thence towards the north-west and north by the southern boundary of the Main Western Road, being lines bearing north 20° 43′ east 277 links, north 49° 24′ east 134 links, north 77° 52′ east 109 links; thence bounded towards the south-east by a line bearing south 39° 39′ west 480$\frac{8}{10}$ links, to the point of commencement, and containing 1 rood.

Also, all that piece or parcel of land situate in the parish of Coomessie, county of Cook, and Colony of New South Wales, being part of portion numbered 16: Commencing at the south-west corner of the aforesaid portion; and bounded thence towards the west by part of the western boundary of portion 16 being a line bearing north 181 links; thence bounded towards the north by a line bearing south 89° 5′ east 264 links to the railway fence; thence bounded towards the south by that fence being lines bearing south 51° 44′ west 200 links, south 63° 39′ west 119 links, to the point of commencement, containing 1 rood 2 perches.

Also, all that other piece or parcel of land situate in the parish and county aforesaid, and being part of the portion No. 16 aforesaid, commencing at a point on the northern boundary fence of the railway line from Sydney to Bourke, distant 106 links westerly from the south-eastern corner of the aforesaid portion; and bounded towards the south by the aforesaid railway boundary fence, being lines bearing south 57° 50′ west 300 links, south 61° 7′ west 200 links, south 67° 40′ west 145¼ links, south 73° 18′ west 50 links; thence bounded towards the north by lines bearing north 54° 45′ east 391 links and north 71° 2′ east 309 links, to the point of commencement, and containing 1 rood 4 perches.

The above reputed to be the property of J. W. Cliff.

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

By His Excellency's Command,
G. H. REID.

GOD SAVE THE QUEEN!

1895.

LEGISLATIVE ASSEMBLY.

NEW SOUTH WALES.

PUBLIC WORKS ACT OF 1888.

(RESUMPTION OF LAND FOR DIVERSION OF CREEK AT 172 MILES 18 CHAINS SOUTHERN LINE, NEAR OOLONG.

Ordered by the Legislative Assembly to be printed, 23 October, 1895.

NOTIFICATION OF RESUMPTION OF LAND FOR RAILWAY PURPOSES UNDER THE "PUBLIC WORKS ACT OF 1888."

NEW SOUTH WALES, to wit. } Proclamation by His Excellency The Honorable Sir FREDERICK MATTHEW DARLEY, Knight, Lieutenant-Governor of the Colony of New South Wales and its Dependencies.

(L.S.)

FREDK. M. DARLEY, *Lieutenant-Governor.*

WHEREAS the Railway Commissioners of New South Wales are desirous of acquiring the land referred to in the Schedule hereto for the purpose of maintaining the traffic on the Great Southern Railway by providing additional waterways to ensure the efficiency of the said line between Goulburn and Yass, which work appears to the Commissioners necessary, and is such work as the Railway Commissioners are authorised to carry out pursuant to the "Government Railways Act of 1888;" and it is estimated that the cost of completing such work will not exceed the sum of twenty thousand pounds: And whereas the said land is, in my opinion, required for carrying out the said work: Now, therefore, I, the Lieutenant-Governor aforesaid, with the advice of the Executive Council, in pursuance of the "Public Works Act of 1888," do hereby direct that the said work shall be carried out, under the "Public Works Act of 1888," by the said Railway Commissioners, who, in respect to the said work, I hereby declare shall be deemed to be the Constructing Authority: And in further pursuance of the provisions of the said Act, I do hereby direct that the said land may be acquired and taken for the purposes aforesaid under the "Lands for Public Purposes Acquisition Act"; and I do declare, by this notification to be published in the Gazette, and in one or more newspapers published or circulated in the Police District wherein the said land is situated, that the said land described in the Schedule hereto has been resumed for the public purpose hereinbefore expressed, that is to say, to provide additional waterways for the efficient working of the railway between Goulburn and Yass, to the intent that upon the publication of this notification in the Gazette, the said land described in the Schedule hereto shall forthwith be vested in the said Constructing Authority on behalf of Her Majesty, for the purposes of the said "Public Works Act of 1888," for an estate in fee simple in possession, freed and discharged from all trusts, obligations, estates, interests, contracts, charges, rates, rights-of-way, or other easements whatsoever, and to the intent that the legal estate therein, together with all powers incident thereto or conferred by that Act, shall be vested in such authority as a Trustee; and I declare that the following is the Schedule of land hereinbefore referred to:—

SCHEDULE.

All that piece or parcel of land situate in the parish of Dalton, county of King, and Colony of New South Wales, being part of portion numbered 303: Commencing at a point on the southern boundary line of the aforesaid portion bearing north 84° 46′ east 322 links from the south-west corner thereof; and bounded thence towards the south by part of the said southern boundary, which divides the said portion from the Great Southern Railway Line, being lines bearing north 73° 39′ east 407$\frac{3}{10}$ links and north 63° 33′ east 428$\frac{1}{2}$ links; thence bounded towards the east by a line bearing north 26° 27′ west 121$\frac{3}{10}$ links; thence bounded towards the north by lines bearing south 63° 33′ west 417$\frac{3}{10}$ links and south 73° 39′ west 396$\frac{1}{2}$ links; thence bounded towards the west by a line bearing south 16° 21′ east 121$\frac{3}{10}$ links, to the point of commencement, and containing one acre, the same being more particularly described and delineated on the plan attached to these presents and coloured red thereon.

The above reputed to be the property of Elizab Bush.

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

By His Excellency's Command,
G. H. REID.

GOD SAVE THE QUEEN!

1895.

LEGISLATIVE ASSEMBLY.

NEW SOUTH WALES.

TRAMWAYS.

(REPORT BY THE ENGINEER-IN-CHIEF FOR RAILWAY CONSTRUCTION ON A PROPOSED SYSTEM OF RAPID TRANSIT FOR THE CITY OF SYDNEY AND SUBURBS.)

Ordered by the Legislative Assembly to be printed, 10 *September*, 1895.

Minute Paper.

Development of Tramways.

Department of Public Works, Railway Construction Branch,
Engineer-in-Chief's Office, Sydney, 6 September, 1895.

I HAVE the honor to forward herewith a Report on a proposed development of the tramway system in Sydney and suburbs, including recommendations for the substitution of electricity as the motive power on portions of the existing lines. This Report is based on the result of observations made by me during my visit last year to Europe and America. It is only intended to be an outline of what, in my opinion, should be done, but I would recommend that those portions of the scheme containing the George-street and Pitt-street lines, and the connection with Balmain and North Shore, be further investigated in detail without delay.

H. DEANE,
Engineer-in-Chief.

The Under Secretary.

Submitted.—J.B., 9/9/95.

This is a matter which will require very grave consideration on the part of the Government. In the meantime, however, without expressing at this stage any opinion on the important subject submitted, I think a very useful purpose will be served by making Mr. Deane's report public. By doing this, criticism will probably be evoked which may help to the formation of a sound opinion. The papers may, therefore, be laid upon the Table.—J. H. YOUNG, 10/9/95.

Report on a Proposed System of Rapid Transit for the City of Sydney and Suburbs.

THE proposed scheme for a system of rapid transit embraces the construction of a number of new tramways, and also the conversion of the greater portion of the existing mileage now worked by steam to electric traction.

The following are the routes proposed for the new tramways:—

A.—To be worked by Electricity.

1. From Miller's Point *via* George-street to Harris-street, where it will merge into the existing steam tramway. This line would accommodate all the traffic from the Western Suburbs.

2. From Circular Quay *via* Pitt-street, Garden Road, new street through the Cemetery, to the corner of Devonshire-street and Castlereagh-street, Redfern. On this line the whole of the railway and Botany traffic would be carried, thereby greatly relieving the congestion on Elizabeth-street, which would then only carry the Eastern Suburbs traffic.

3. From Circular Quay to Milson's Point, North Sydney, by means of a subaqueous tunnel, and thereby giving direct connection between the Redfern and Milson's Point Railway Stations. Two alternative routes are shown for the tunnel—one *via* Fort Macquarie, and the other *via* Dawes Point. The best location will have to be determined after detail survey and borings have been taken.

4. A branch from the George-street tramway, at the intersection of Essex-street, by means of a subaqueous tunnel to Balmain; this would bring this densely populated suburb into direct connection with the city on the shortest possible route.

5. From Spit Road, North Sydney, to the waters of Mosman's Bay.

6. From Spit Road terminus to the Spit, Middle Harbour.

B.—To be worked by Cable from the existing Power-house, Rushcutter's Bay.

7. Clarence-street to Erskine-street; tapping the enormous ferry traffic which is there concentrated.
8. Rushcutter's Bay to Paddington, serving a very densely populated district.
9. Ocean-street to Rose Bay.

C.—To be worked by Steam.

10. Kensington to Kensington Race-course, with branch to Rifle Range and Church and Schools Estate.
11. From Waverley to Watson's Bay.

It is proposed that all tramways, except those on the northern side of Port Jackson, shown by full blue (existing) and full red (proposed), should be worked by electricity, generated at a central station, the location of which would be at the head of Darling Harbour; those on the northern side of Port Jackson being worked from the existing power-house, which would be re-modelled for the purpose; the present North Shore Cable Tramway being converted into an electric tramway.

The existing cable tramway from King-street to Ocean-street, and the proposed branches and extensions thereof are not so suitable for electric traction, the grades on these routes being extremely steep; and as the power is already provided for the additional mileage, the cost of constructing, and equipping them, will be less for cable than for electricity.

The existing tramways from Leichhardt to Five Dock, Waterloo Terminus to Botany, and the new tramways from Waverley to Watson's Bay, and Kensington to Church and School Estate, it is proposed to work by steam under the present system, as the prospective traffic would not warrant the additional expenditure required to equip them for electric traction at the present time.

By careful study of the sketch map herewith, it will be seen that the scheme makes provision for a rapid transit system on the most modern principles; intercommunication between the city and the various suburbs on the shortest possible routes consistent with economy in construction is provided.

Balmain, North Sydney, as well as the eastern and western suburbs, are brought into direct communication with the central railway-station without transhipping, the connection at Milson's Point between the subaqueous tunnel and the railway and tramway termini being accomplished by large lifts, on which the cars will be bodily transferred from one level to the other.

On my recent visit to America and Europe I specially made inquiries into the question of subaqueous tunnels and large lifts. The progress made in these directions is such that the difficulties which are likely to be met with can be overcome by means now well understood. The tunnel under the Thames at Blackwall, the subway of the City and South London Railway, and the tunnel under the East River at New York, have all been successfully carried out, although many unforeseen difficulties were met with. The large lifts at the Mersey Tunnel, Eiffel Tower, the Tower Bridge, &c., are examples of what can be done in the way of elevating heavy loads at quick speed with perfect safety.

The service on these tramways would be so frequent that, even on the routes carrying the least traffic, a train would be available every ten minutes, while in the city proper, cars would follow each other every few minutes on all routes.

The approximate estimated cost of the complete system as described is as follows:—

	£
Track construction—	
New electric lines	647,902
Duplicating existing lines	35,270
New steam lines	63,426
New cable lines	101,347
New electric lines, North Sydney...	19,140
Building chimneys and engine foundations	150,694
Power plant, city and suburbs	144,100
Rolling stock	415,888
Distribution of power	126,940
Distribution of power, rolling stock, and alterations to power plant, North Sydney	43,340
	£1,748,047

The following shows approximately the distribution of the cost over the various sections:—

	£
Circular Quay to Devonshire-street, *via* Pitt-street	102,510
Miller's Point to Harris-street, *via* George-street	107,091
Circular Quay to Milson's Point	372,611
George-street North to Balmain, *via* Essex-street	258,640
Rushcutter's Bay to Paddington	45,168
Ocean-street to Rose Bay	40,250
Clarence-street to Erskine-street	20,533
Waverley to Watson's Bay	29,509
Randwick to Rifle Range and Church and School Estate	36,800
Duplicating existing lines	32,064
Mosman's Bay	13,160
Spit, Middle Harbour	23,380
Electrical equipment—existing lines	666,331
	£1,748,047

Of course, the above figures are only correct if the whole of the scheme is carried out. The cost increases in about the same ratio as the number of miles dealt with decreases. For example, taking the George-street tramway according to above list, its cost would be £107,000, while, if it were carried out quite

quite independently, the cost would be about £140,000; while, if the scheme shown on small sketch attached, covering George and Pitt Streets and connecting with North Shore and Balmain, were to be carried out, they would cost about £981,285 as against £840,852, as above.

The figures given are necessarily approximate, but I feel satisfied that when the details are worked out the total amount given will be found to fully cover the cost. In fact, when details are worked out, they will probably be reduced.

The estimate does not cover land resumptions, but on account of the land required being mostly located in the suburbs, the cost thereof will certainly not add more than 10 per cent. to the total cost of the scheme.

As to the probability of the scheme being a paying one, the total capital, *i.e.*, the cost of existing and proposed new tramways, on which interest would have to be paid, would amount to about £3,000,000 sterling.

Taking as a basis the earnings of the year 1893–4 on the lines affected to have been about £230,000, I am of opinion that this would be fully doubled; that is to say, £460,000.

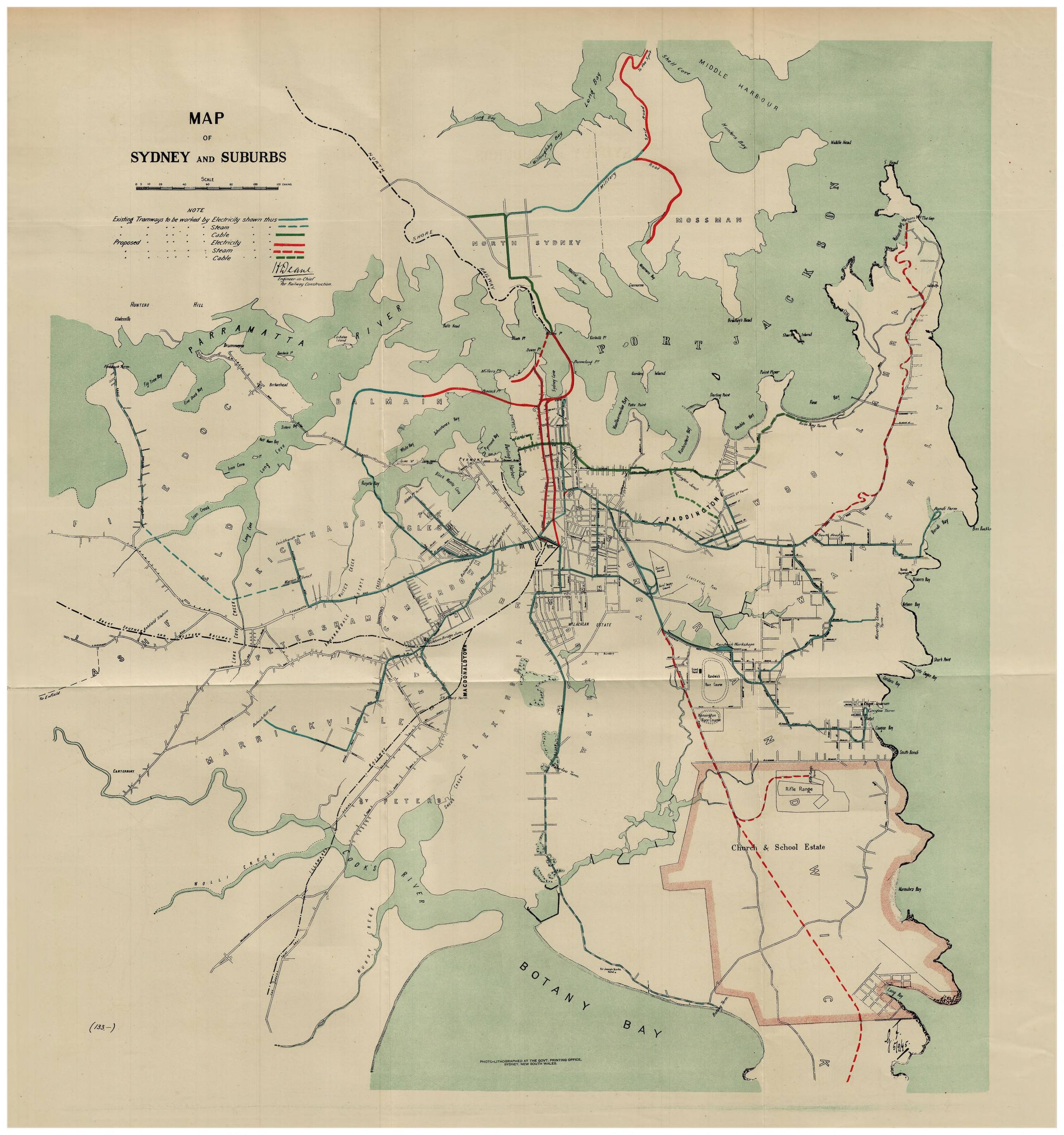
To arrive at the probable expenditure, I assume that we should have to run five times as many car miles as tramway train miles were run in the year above mentioned, viz., about 8,700,000 car miles, which, at 6d. per car mile, would amount to £217,500 per annum, which would leave net earnings amounting to £242,500; this would pay interest at the rate of about 8 per cent. per annum on a capital of £3,000,000 sterling.

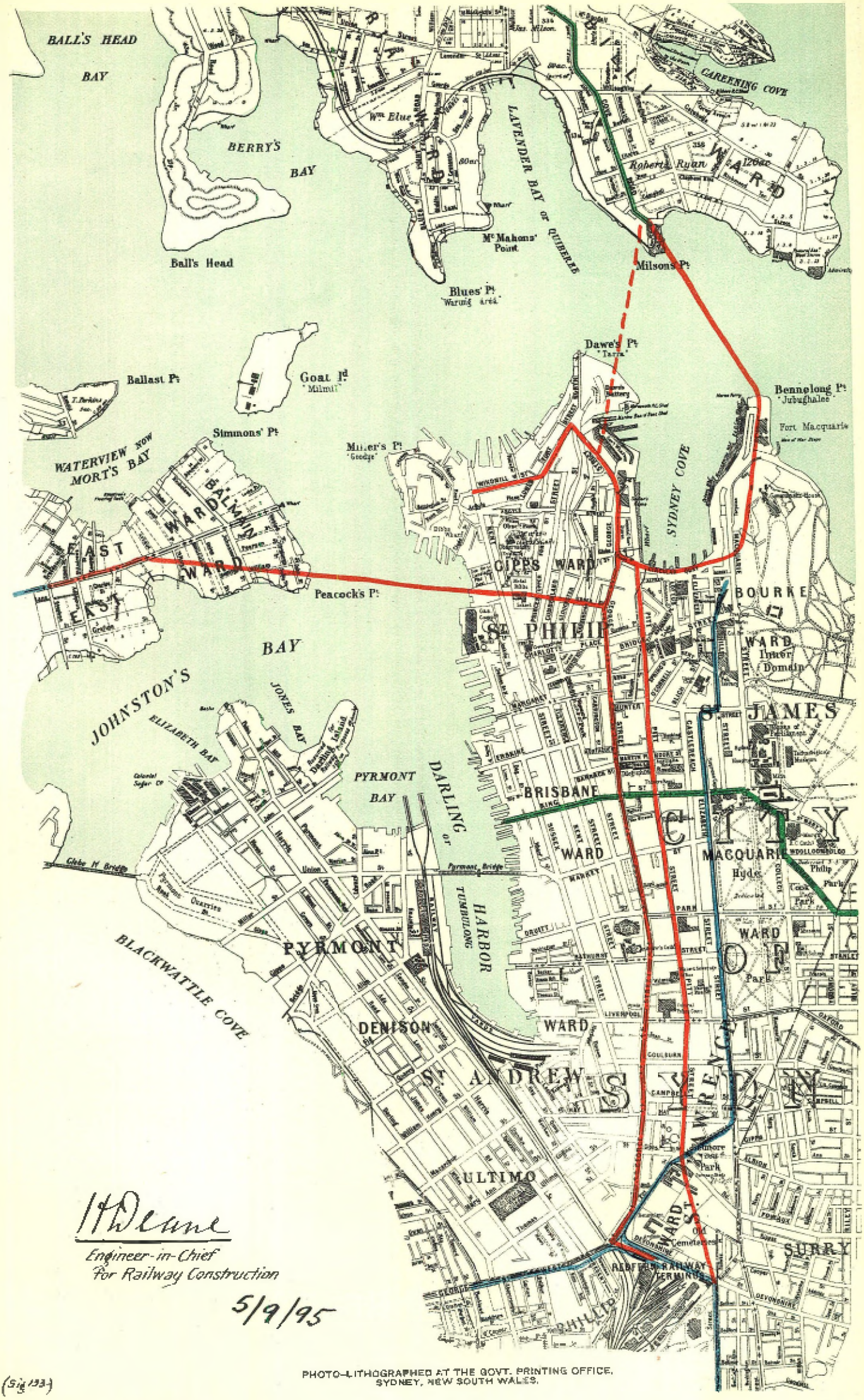
H. DEANE,
Engineer-in-Chief for Railway Construction,
5/9/95.

[Two plans.]

Sydney: Charles Potter, Government Printer.—1895.

[9d.]


MAP
OF
SYDNEY AND SUBURBS
SCALE
0 5 10 20 40 60 80 100 120 CHAINS
NOTE
Existing Tramways to be worked by Electricity shown thus
Steam
Cable
Proposed
Electricity
Steam
Cable
H Deane
Engineer-in-Chief
for Railway Construction.
NORTH SHORE RAILWAY
MIDDLE HARBOUR
Shell Cove
Long Bay
Willoughby Bay
Hunters Bay
Middle Head
S Head
Watsons Bay
The Gap
Military Road
To the Spit
NORTH SYDNEY
MOSSMAN
Neutral Harbour
Cremorne
Bradleys Head
Shark Island
Kirribilli Pt
Bermeloong Pt
Garden Island
Point Piper
Darling Point
Double Bay
Rose Bay
Rose Bay Term.
Potts Point
Neilborough Bay
Rushcutters Bay
Sydney Cove
Dawes Pt
Millers Pt
Bulls Head
Black Pt
Balmain Pt
Peacock Pt
HUNTERS HILL
Gladesville
PARRAMATTA RIVER
Drummoyne
Cockatoo Island
Speckle Mt
Birkenhead
Fivedock Term.
Fig Tree Bay
Five Dock Bay
BALMAIN
Sisters Bay
Half Moon Bay
Iron Cove
Long Cove
Johnstones Bay
White Bay
Tarpaulin Bay
Darling Harbor
PYRMONT
Black Wattle Cove
Rozelle Bay
Iron Creek
FIELD OF ASHFIELD
LEICHHARDT
THE GLEBE
Leichhardt Term.
Marion St Junct
Great Southern and Western Railway
Ashfield Station
To Enfield
LONG CREEK
WHITES CREEK
STATE CREEK
INNAMADALE
JOHNSTONS CREEK
PETERSHAM
GAMERDOWN
Newtown Bridge Junct.
MACDONALDTOWN
St Peters Term.
Dulwich Hill Term.
MARRICKVILLE
CANTERBURY
ALEXANDRIA
Waterloo Term.
Darlinghurst Junct.
Paddington Junct.
Queen St Term.
PADDINGTON
South Head Junct.
Bondi Term.
Bondi Bay
Bondi Aquarium
Dixons Bay
Nelson Bay
Waverley Cemetery Term.
Randwick Workshops
Randwick Race Course
Grand Stand
Kensington Race Course
Centennial Park
Concert Arena
McLACHLAN ESTATE
City Boundary
Shark Point
Little Eagle Bay
Gordons Bay
Coogee Aquarium
Coogee Term.
Coogee Bay
South Bondi
Rifle Range
Rifle Range
Church & School Estate
Maroubra Bay
Long Bay
Botany Term.
Sir Joseph Banks Hotel
WOLLI CREEK
ILLAWARRA
COOKS RIVER
MUDDY CREEK
BOTANY BAY
PHOTO-LITHOGRAPHED AT THE GOVT. PRINTING OFFICE, SYDNEY, NEW SOUTH WALES.
(133.—)
5/2/45.



H Deane
Engineer-in-Chief
for Railway Construction
5/9/95

(Sig 193)

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

1895.

NEW SOUTH WALES.

THE ANNUAL REPORT

OF

THE POSTMASTER-GENERAL,

FOR THE YEAR

1894.

Presented to Parliament by Command.

SYDNEY: CHARLES POTTER, GOVERNMENT PRINTER, PHILLIP STREET.

1895.

[2s.] 14—a

[1,060 copies—Approximate Cost of Printing (labour and material), £111 11s. 6d.]

ERRATA.

POSTMASTER-GENERAL'S ANNUAL REPORT, 1894.

(PAGES 26 TO 56.)

THE following are corrected particulars of the Revenue derived from the undermentioned offices during the year 1894.

Office.	Revenue, 1894.			
	Postal.	Telegraphic.	Money Order and Postal Note.	Total.
	£	£	£	£
Albury	3,064	1,123	124	4,311
Bathurst	5,217	1,263	214	6,694
Broken Hill	4,978	2,949	548	8,475
Deniliquin	2,192	984	109	3,285
Goulburn	5,398	1,103	241	6,742
Newcastle	6,402	2,873	260	9,535
West Maitland	4,075	1,309	144	5,528
Wagga Wagga	1,439	1,327	158	2,924

10a 318—95-6

THE POSTMASTER-GENERAL TO HIS EXCELLENCY THE LIEUTENANT-GOVERNOR.

ANNUAL REPORT FOR THE YEAR 1894 ON THE POST OFFICE, MONEY ORDER OFFICE, GOVERNMENT SAVINGS BANK, AND ELECTRIC TELEGRAPH DEPARTMENT.

SIR,

I have the honor to transmit to your Excellency the Annual Report for the year 1894 on the Department under my ministerial control.

REVENUE AND EXPENDITURE.

The following Statement shows the Revenue and Expenditure for the year 1894, as compared with 1893:—

	1893.		1894.	
Revenue.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
Postage	458,881 10 11		451,763 11 10	
Less amount transferred to Stamp Duties as the approximate value of Postage Stamps used as Duty Stamps during the year	24,000 0 0	434,881 10 11	24,000 0 0	427,763 11 10
Fees for Private Bags and Boxes	.....	6,536 14 2	.....	6,421 7 2
Collections from other Governments	.....	2,704 0 4	.....	3,971 4 7
Electric Telegraphs	.....	160,796 7 4	.....	146,669 1 4
Telephones	.....	16,319 18 7	.....	20,298 1 5
Money Order commission	.....	19,038 9 6	.....	15,836 17 6
Poundage on Postal Notes	.....	548 17 10*	.....	3,877 13 4
Interest on Savings Bank Investments	.....	112,349 6 5	.....	100,774 17 1
Interest due on uninvested Savings Bank balances in Treasury	.....	.....	.....	33,250 8 6
Miscellaneous receipts	.....	2,743 7 7	.....	2,026 5 10
TOTAL	.....	755,918 12 8	.....	760,889 8 8
Balance of Expenditure over Revenue	.....	127,147 15 7	.....	123,966 12 11
		883,066 8 3		884,856 1 7
Expenditure.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
Salaries	.....	406,122 6 9	.....	426,312 14 5
Postal and Telegraphic working expenses other than those specially shown herein	.....	106,037 3 7	.....	86,384 16 8
Conveyance of Mails:—per horse, coach, &c.	95,550 7 3		95,867 8 6	
" " " railways and tramways	65,916 7 3		67,515 2 3	
" " " steam and sailing vessels—non-contract	9,144 0 1		5,984 10 8	
" " vid Suez	32,103 1 9		31,992 11 8	
" " " San Francisco	3,745 3 2		4,000 0 0	
" " " Vancouver	3,333 6 8†		9,310 0 0	
		209,792 6 2		214,669 13 1
Cable Subsidies, &c.	.....	33,494 18 11	.....	17,313 12 4
Interest allowed to Savings Bank Depositors	.....	99,566 0 3	.....	120,880 8 6
Loss through frauds	.....	2,113 4 8	.....	.....
Postage Stamps re-purchased from public, and used as remittances by public officials	.....	20,905 18 10	.....	13,779 11 8
Allowance to Railway Department for transacting postal and public telegraph business at railway offices	.....	5,034 9 1	.....	5,515 4 11
TOTAL	.....	883,066 8 3	.....	£884,856 1 7

* Postal Note System introduced 1st October, 1893. † From 15th May.

The above figures represent the actual receipts and payments by the Department during the years 1893 and 1894, but, for the reasons which I will explain, they do not afford a fair comparison of the operations of the Department for those years. It sometimes happens that

that a portion of the revenue properly belonging to one year is not credited until after the 31st December, in which case it is not brought to account until the year following. A similar remark applies to the expenditure, only the actual amount paid in any year being included in that year's accounts. The differences between several of the items in the above Return are largely due to this cause. In the receipts for postage, which show a falling off of £7,117 19s. 1d., the 1893 figures include £36,318 10s. 10d. as the value of the postage for other public departments; while in 1894 only £17,939 0s. 6d. was received on this account. Similarly, the expenditure for 1894 includes various sums, amounting in the aggregate to about £50,000 due in respect of services of 1893, but not paid until after the close of the latter year. A further word of explanation is needed in regard to the items of salaries and working expenses. In 1893, owing principally to the passage of the Postage Acts Amendment Act, necessitating the employment of extra staff for whom provision had not been made in the Estimates for that year, a considerable amount for salaries was paid out of the vote for working expenses, &c. Again, during the latter part of 1894 a change was made in the system of remunerating non-official postmasters, who were formerly allowed commissions on the sale of stamps, &c., the amount of the commissions being added to their fixed salaries from the 1st October, 1894. It will be seen, if the sum of the two items (salaries and working expenses) for the years 1893 and 1894 be compared, that the difference is only £538 0s. 9d.

There are two other special features in the above return to which allusion should be made, namely, the large dimininution in the Electric Telegraph receipts, which is no doubt mainly due to the financial depression that affected this colony in common with other parts of the world, and the increased cost of the Vancouver mail service, which was in operation for a portion only of the year 1893.

Notwithstanding the increased facilities afforded to the public in the shape of new offices and mail lines, delivery by letter-carrier, &c., and the special features to which allusion has already been made; also the payment of a considerable sum in annual increments under the Departmental regulations to the large number of officials on the junior staff, *i.e.*, those receiving less than £100 a year, it will be seen that the expenditure for 1894 only exceeded that for 1893 by the sum of £1,789 13s. 4d., while the revenue showed an expansion of £4,970 16s. 0d.

The following are the items of expenditure paid from votes under the control of other Ministers:—

	1893.	1894.
Stores and stationery	£7,147 18 11	£4,942 6 3
Repairs and additions to buildings	9,299 4 4	3,673 18 6
Furniture (including carriage)	485 18 1	96 4 1
Printing, bookbinding, *Gazette* advertisements, *Gazettes*, &c..	8,865 6 3	13,855 0 1
Printing postage-stamps	4,568 6 9	4,833 14 10
Do postal notes	73 8 5	221 5 6
Municipal and other rates	2,476 15 2	2,487 1 11
Postage	837 13 11	722 3 10
Advertising in newspapers	505 16 0	524 13 0
Fuel and light	3,195 12 8	2,628 2 0
Total	£37,456 0 6	£33,984 10 0

The interest on the cost of construction of Electric Telegraph Lines is estimated at £33,259, and the interest on the cost of buildings owned by the Government, and used as Post and Telegraph Offices in various parts of the Colony, is estimated at £30,820.

Adding the expenditure on account of the services of the Postmaster-General from the votes of other Departments, and the interest on the cost of buildings and construction of telegraph lines, the expenditure properly chargeable to the Departments under my control for the year 1894 was £982,919 11s. 7d., or £222,030 2s. 11d. in excess of the revenue for the same period.

INTERCOLONIAL

INTERCOLONIAL POSTAL AND TELEGRAPHIC CONFERENCES.

In the month of March, 1894, a Postal and Telegraph Conference was held in New Zealand, the undermentioned gentlemen representing the respective Australasian Colonies, namely:—

New South Wales: The Hon. JOHN KIDD, M.L.A., Postmaster-General.
S. H. LAMBTON, Esq., Deputy Postmaster-General.
P. B. WALKER, Esq., Secretary, Telegraph Service.

Victoria: The Hon. AGAR WYNNE, M.L.C., Postmaster-General.
J. SMIBERT, Esq., Deputy Postmaster-General.

South Australia: The Hon. JOHN ALEXANDER COCKBURN, M.D., Lond., Minister of Education and Agriculture.
Sir CHARLES TODD, K.C.M.G., M.A., Postmaster-General and Superintendent of Telegraphs.

Queensland: The Hon. WALTER HORATIO WILSON, M.L.C., Postmaster-General and Minister of Education.
J. MCDONNELL, Esq., Under Secretary, Post and Telegraph Department, and Superintendent of Telegraphs.

Western Australia: The Hon. STEPHEN HENRY PARKER, Q.C., M.L.C., Colonial Secretary.
R. A. SHOLL, Esq., Postmaster-General and General Superintendent of Telegraphs.

Tasmania: The Hon. JOSEPH GEORGE WARD, M.H.R., Colonial Treasurer, Postmaster-General, and Electric Telegraph Commissioner, Minister of Marine, Commissioner of Customs, and Minister of Industries and Commerce, New Zealand.

New Zealand: The Hon. JOSEPH GEORGE WARD, M.H.R., Colonial Treasurer, Postmaster-General, and Electric Telegraph Commissioner, Minister of Marine, Commissioner of Customs, and Minister of Industries and Commerce.
W. GRAY, Esq., Secretary, Posts and Telegraphs.
J. K. LOGAN, Esq., Telegraph Engineer.

A full report of the proceedings of this Conference was laid before Parliament in September last, but it will not be out of place for me to repeat here the principal resolutions arrived at, which were as follows:—

POSTAL SERVICE.

Canadian Pacific Mail Service.

That this Conference is favourable to a four-weekly service (alternating with the San Francisco service) between Australia, New Zealand, and Vancouver, the mail-steamers calling at one main port in New Zealand, and such ports in Australia as may be determined upon.

San Francisco Mail Service.

That, in the opinion of this Conference, it is desirable that a four-weekly service *via* San Francisco be continued, and that strong representations be again made to the United States Government, pointing out the inadequate support given to the service by them, and urging for an increased payment in support of the line; and that further representations be made to obtain a reduction in the heavy overland charges.

Ocean Mail Service.

That this Conference agrees to the extension of the present Federal mail contracts with the Peninsular and Oriental and Orient Companies for a period of one year from the 31st January, 1895.

Penny Postage from Great Britain to Australasia.

That, with regard to the proposals from time to time made for penny postage between Great Britain and the colonies, and more recently that such be adopted for letters from the United Kingdom, leaving the rate from the colonies as at present, this Conference, while recognising the desirableness of adopting the lowest possible rates, desires to express the opinion that the heavy cost of providing speedy and regular communication does not admit of any further reduction being made at the present time, the reduction to 2½d. in 1891 having resulted in an annual loss to the colonies of about £40,000; and that the partial reduction proposed—namely, in the rate from Great Britain—would be most undesirable, as such a measure would compel the colonies to reduce their inland and intercolonial rates from 2d. to 1d., involving a probable loss to them of a quarter of a million per annum, in addition to that already mentioned as the result of the reduction to 2½d.; and that a copy of the foregoing be transmitted to the Imperial Government.

Postal

Postal Union Congress.

That the question of the appointment of a delegate to attend the Postal Union Congress at its next meeting be postponed.

Racing Lotteries.

That the representatives at this Conference recommend their various Governments, as far as possible, to put a stop to the transmission and delivery of letters promoting racing lotteries.

TELEGRAPH SERVICE.

Canadian Pacific Cable.

That, considering the important interests involved, both of a national and commercial character, in the establishment of a Pacific cable, the representatives of the respective colonies assembled at this Conference recommend their Governments to consider the desirability of entering into a guarantee with the other countries interested, for a period not exceeding fourteen years, and to guarantee interest at 4 per cent. on a capital of not more than £1,800,000 to any company undertaking the laying of a Pacific cable; the tariff not to exceed 3s. per word for ordinary telegrams, 2s. per word for Government telegrams, and 1s. 6d. per word for Press telegrams, to and from Great Britain and the colonies; and that the United Kingdom be asked to join in the guarantee; the routes to be either of the following: Brisbane to Ahipara Bay (New Zealand), Ahipara Bay to Suva, Suva to Apia, Apia to Fanning Island, Fanning Island to Sandwich Islands, Sandwich Islands to Vancouver; or, from New Zealand to Suva, Suva to Apia, Apia to Fanning Island, Fanning Island to Sandwich Islands, Sandwich Islands to Vancouver.

Although the matter really relates to the year 1895, I may mention that a Postal and Telegraph Conference, attended by the following representatives, was held at Hobart in February last:—

New South Wales:	The Hon. JOSEPH COOK, M.P., Postmaster-General. S. H. LAMBTON, Esq., Deputy Postmaster-General.
Victoria:	The Hon. JOHN GAVAN DUFFY, M.L.A., Postmaster-General. JAMES SMIBERT, Esq., Deputy Postmaster-General.
South Australia:	The Hon. J. A. COCKBURN, M.P., Minister of Education, &c., &c. Sir CHARLES TODD, K.C.M.G., Postmaster-General,
Queensland:	The Hon. A. J. THYNNE, M.L.C., Postmaster-General. JNO. M'DONNELL, Esq., Under Secretary to the Post and Telegraph Department and Superintendent of Electric Telegraphs.
Western Australia:	Sir JOHN FORREST, Premier.
Tasmania:	The Hon. P. O. FYSH, M.H.A., Treasurer and Postmaster-General. H. V. BAYLY, Esq., Secretary to the Post Office.
New Zealand:	The Hon. J. G. WARD, M.H.R., Treasurer, Postmaster-General, and Electric Telegraph Commissioner. WM. GRAY, Esq., Secretary to the Post and Telegraph Department.

A full report of the proceedings of this Conference has also been laid before Parliament. The following are the principal recommendations, viz.:—

RELATING TO POSTAL SERVICE.

1. That this Conference re-affirms the desirableness of establishing a four-weekly service (alternating with the San Francisco Service) between Australia, New Zealand, and Vancouver, the Mail Steamers calling at one main port in New Zealand and such ports in Australia as may be determined upon.

2. It is desirable that in the next Contract for the conveyance of Mails from the United Kingdom to Australia, provision be made—

(1.) That until safe and commodious harbour-accommodation be provided at Fremantle, it be optional with the Companies to call at Fremantle; but that so soon as such accommodation is provided, it be compulsory for the Companies to call at Fremantle to deliver and take on board mails and passengers.

(2.) That any Mail Steamer arriving at Albany or at Fremantle shall remain in port for six hours at least.

(3.) That the sailing day for Mail Steamers from Adelaide be Saturday.

3. That it be a condition in any future contracts that Mail Boats be manned by white labour only.

4.

4. That this Conference desires to express its disappointment at the reply of the London Post Office to the conditions laid down by the Colonies for an extension of the Federal Mail Contract, and while, under the circumstances, reluctantly agreeing to such extension, desires to emphasise the terms and conditions of the Wellington Conference. This Conference further desires to inform the London Office that no future contract will be acceptable to the Colonies which does not include them, together with the Resolution passed by this Conference relating to the employment af coloured labour.

5. That, while sympathising with the desire expressed by Mr. Henniker Heaton for a cheaper postage rate to and from England and the Colonies, this Conference regards the present time inopportune for carrying out the proposal, and hereby decides accordingly.

TELEGRAPHIC SERVICE.

Pacific Cable.

6. This Conference re-affirms the desirableness of the construction of a Pacific Cable to connect the Australasian Colonies and Canada, and in view of the ascertained practicability of the scheme, respectfully urges upon the various Colonial Governments that steps be taken for the furtherance of the project at the earliest opportunity.

Cable Guarantees.

7. That the several Colonies agree to guarantee International Revenue to the Eastern Extension Telegraph Company of £227,000 per year, and to make up any loss below that amount, provided the total payment in any one year shall not exceed £10,000, and to guarantee a revenue of £20,000 on the New Zealand cable, and to make up any loss below that sum, provided the payment in any one year shall not exceed £9,000; provided always that rates not higher than those now ruling be charged by the Eastern Extension Telegraph Company during currency of such guarantee: such arrangement to be for a fixed period of five years.

Telegraph Service.

8. On the subject of precedence of Press Cable Messages, this Conference resolved:—"That the Governments concerned be urged to take steps to obviate, as far as possible, the inconvenience caused to the mercantile community by delay in forwarding private messages in case of telegraphic interruption."

Electrical.

9. That the Second Report of the Committee appointed at the Postal and Telegraphic Conference held at Hobart, 1892, for the purpose of drafting a code of Rules and Regulations for the erection and laying of Electric Light and Power Wires, be adopted by this Conference.

General.

10. The Report of the Heads of Departments on subjects of detail connected with Postal and Telegraphic matters was received and adopted. The Report contains full information as to the estimated contributions of the several Colonies under the guarantees on account of cable services.

COLONIAL CONFERENCE AT OTTAWA, CANADA.

Under date 8th February, 1894, the Governor-General of Canada forwarded to the Governor of New South Wales a copy of an approved minute of the Privy Council of Canada for the promotion of more extended trade relations and of telegraphic communication between the Dominion of Canada and the Australasian Colonies, and for the holding of a conference of delegates from the Colonies of Australasia and Fiji, with representatives of the Canadian Government, at Ottawa, on 21st June, 1894, to consider these subjects. The propriety of holding this Conference was agreed upon by the Prime Ministers of New South Wales, Queensland, Victoria, and South Australia, during a visit by the Canadian Minister of Trade and Commerce to the Australian Colonies in 1893. The minute recommended, "That the Governments of New South Wales, Queensland, Victoria, South Australia, West Australia, Tasmania, New Zealand, and Fiji be respectively requested to appoint and send one or more delegates to meet at Ottawa, on Thursday, the 21st day of June, 1894, for the purpose of considering the trade relations existing between Canada and their

their respective countries, and the best means of extending the same, and of securing the construction of a direct telegraph cable between these Colonies and the Dominion of Canada." It was also recommended that the Government of the Cape of Good Hope and the British Government be invited to take part in the Conference.

In accordance with the commission, dated the 18th May, 1894, empowering him to act as the representative of New South Wales, with authority to confer and deliberate with the other representatives of Colonies assembling at the Conference, the Hon. F. B. Suttor, M.P., Minister of Public Instruction in the late Administration, proceeded to Canada to attend the Conference, which was opened in the Senate Chamber of the Houses of the Federal Parliament of Canada on Thursday, 28th June, 1894. From Mr. Suttor's report, which has already been laid before Parliament, I extract the following resolutions in regard to postal and telegraph matters which were agreed to at the Conference:—

"That, in the opinion of this Conference, immediate steps should be taken to provide telegraphic communication by cable, free from foreign control, between the Dominion of Canada and Australasia."

"That the Imperial Government be respectfully requested to undertake at the earliest possible moment, and to prosecute with all possible speed, a thorough survey of the proposed cable route between Canada and Australia; the expense to be borne in equal proportions by Great Britain, Canada, and the Australasian Colonies."

"That it is for the interest of the Empire that, in case of the construction of a cable between Canada and Australasia, such cable should be extended from Australasia to the Cape of Good Hope; and that for that purpose arrangements should be made between the Imperial and South African Governments for a survey of the latter route."

"That, in view of the desirability of having a choice of routes for a cable connection between Canada and Australasia, the Home Government be requested to take immediate steps to secure neutral landing ground on some one of the Hawaiian Islands, in order that the cable may remain permanently under British control."

"That if the words 'Australasian Colonies' be used in any motions or amendments that may be brought before this Conference they shall mean the Colonies of Australasia and the Colony of New Zealand."

"That this Conference expresses its cordial approval of the successful efforts put forth by Canada and New South Wales for the establishment of a regular monthly steamship service between Vancouver and Sydney, and affirms the advisability of the reasonable co-operation of all the colonies interested in securing the improvement and permanence of the same."

"That the Conference learns with interest of the steps now being taken by Canada to secure a first-class fast mail and passenger service, with all the modern appliances for the storage and carrying of perishable goods across the Atlantic to Great Britain, and the large subsidy which she has offered to procure its establishment."

"That it regards such an uninterrupted through line of swift and superior communication between Australasia and Great Britain as is above contemplated as of paramount importance to the development of intercolonial trade and communication, and to the unity and stability of the Empire as a whole."

"That, as the Imperial Post Office contributes towards the cost of the mail service between England and Australia, *via* Brindisi or Naples, the sum of £95,000 per annum, while the sea-postage amounts only to £3,000; and to the mail service between Vancouver and Japan and China £45,000, less £7,300 charged against the Admiralty; this Conference deems it but reasonable to respectfully ask that assistance be given by the Imperial Government to the proposed fast Atlantic and Pacific service; more particularly as the British Post Office, whilst paying the large subsidy of £104,231 a year to the line from Liverpool to New York, has so far rendered no assistance in the maintenance of a direct postal line between Great Britain and Canada."

"That

"That the Canadian Government be requested, after the rising of this Conference, to make all necessary inquiries, and, generally, to take such steps as may be expedient, in order to ascertain the cost of the proposed Pacific cable, and promote the establishment of the undertaking in accordance with the views expressed in this Conference."

The information given above under the heading of Intercolonial Postal and Telegraphic Conferences will show what further action was taken in regard to the proceedings of the Colonial Conference at Ottawa.

Inland Service.

The new postal routes opened during the year 1894, as shown in the annexed return, amounted to 835 miles, viz. :—

Postal Line.	No. of times per week.
In the Western Country.	
From Belarbigill to Erin Vale	2
Bullagreen to Jones'	1
Carcoar to Shaw	3
Cobar to Mount Drysdale	2
Cowra to Binnie Creek	2
Forest Reefs to Flyer's Creek	3
Gilgandra-Gularganbone Mail Line to Armatree.	3
Luddenham to Badgery's Creek	3
Manildra Railway Station to Post Office	2
Molong to Gumble	2
Molong Railway Station to Post Office	6
Mudgee-Cudgegong Mail Line to Gulgamree	3
Rockley to Triangle Flat	3
Shooter's Hill to Jaintcr	1
St. Mary's to Badgery's Creek	6
Ungarie to Merrengreen Station	2
Woodstock to Pine Mount	1
In the Southern Country.	
From Baratta (on Deniliquin-Moulamein Mail Line) to Rhyola.	1
Berrima to Mandemar	2
Bobundarah Road to Myalla	1
Boorooban to Wilson	1
Brindabella to Coolamon Plains	1
Cambewarra to Kangaroo Valley (re-established).	6
Camden to Cawdor	3
Corrowong to Sandy Creek	1
Delegate to Wright's	2
Hillston to Moolbong Hotel	1
Hoskins' Town to Rossi	2
Kangaroo Valley to Budgong	2
Milperinka to Mount Browne	2
Mount Hunter to Oaks	6
In the Southern Country—continued.	
From Marrumburrah to Garangula	6
Nadjingomar to Croker's Mint	2
Narriga to Willow Forest	2
Oaks to Bob's Range	3
Pericoo to Muskgrove	1
Tarago to Croker's Mint	2
Temora-Barmedman Mail Line to Reefton	6
Tenandra Park to Wantabadgery	2
Thirlmere to Lakesland	6
Towrang to Greenwich Park	3
Wetherill Park to Bossley Park	6
Windiella to Narrawa	3
Wyalong to Sixteen-mile Tank	6
Yeo Yeo Railway Station to Post Office	6
In the Northern Country.	
From Bangalow to Clunes	2
Chatswood Island to Murrayville	2
Cobbadah to Gulé Creek	1
Craig Lea to Glen Morrison	2
Ellerston Station to Page's Creek	1
Elsmore to Apple-tree Gully	1
Gosford to Somersby	2
Graman to John Cross'	1
Largs to Bellevue	3
Lismore Railway Station to Post Office	1 or oftener daily.
Llangothlin to Tubbamurra	1
Mayfield Railway Station to Byron Bay	2
Midgeegrass Railway Station to Receiving Office.	6
Monkerai to Gorton's Yard	2
Riley's Hill Wharf to Post Office	5
Rix's Creek Railway Platform to Post Office	3
Taree-Wingham Mail Line to Woolla Woolla	6
Walcha Road to Niangala	2

The postal routes abolished, amounting to 563 miles, are shown in the following return :—

Postal Line.	No. of times per week.
Western Roads.	
Between Bullock Creek and Barnett	2
Cudgegong and Gulgamree	2
Cobar and Nymagee, *via* Limekilns	1
Gulgamree and Boobble	2
Judd's Creek and Swallow's Nest	2
Merigal and Jones's (Bullagreen)	1
Rockley and Back Creek	3
Ungarie and Merrengreen Station	1
Southern Roads.	
Between Albion Park and Tullimbar	12
Bombala and Wright's	1
Captain's Flat and Harold's Cross	1
Cootamundra and Stockinbingal	2
Hillston and Mossgiel	1
Kangaroo Valley and Cambewarra	6
Long Reach and Greenwich Park	3
Milperinka and Mount Browne	1
Murundah and Jerilderie	2
Narrandera and Mount Crystal	2
Southern Roads—continued.	
Between Nimitybelle and Bobundarah	1
Tarago and Croker's Mint	2
Taralga and Wowagin	1
Tilba Tilba and Bermagui	2
Ulladulla and Kiola	1
Wheeo and Byalla	2
Wheeo and Narrawa, *via* Reeves	2
Northern Roads.	
Between Burringbar and Upper Burringbar	2
Clunes and Byron Bay	2
Coorabell Creek and Byron Bay	1
Lismore and Brunswick	2
Murwillumbah and Byangum	1
Singleton and Rix's Creek	3
Strathbogie and Webb's Consols	2
Taree and Forster	1
Walcha and Niangala	2
Walcha Road and Glen Morrison	2

Increased communication on existing lines was afforded as follows :—

Postal Line.	No. of times per week. From	To
Western Roads.		
Between Byrock and Brewarrina	1	2
Lake Cudgellico and Boorabil	1	2
Parkes and Trundle	1	2
Springwood and North Springwood	3	6
Trundle and Wotton's (Lawnsdale)	1	2
Windsor and Pitt Town Co-operative Settlement	3	6
Southern Roads.		
Between Albion Park and Tongarra	3	6
Burrowman and Ungaria	1	2
Burrowman and Wyalong	2	6
Boro and Mayfield	2	3
Cobargo and Bermagui	2	3
Deniliquin and Finley	1	2
Southern Roads—continued.		
Between Henty and Wallendbeel	2	3
Oaks and Burragorang	3	6
Riley's and Middle Adelong	1	2
Northern Roads.		
Between Cooranbong and Brush	2	3
Hexham and Ash Island	2	3
Merriwa and Idaville	1	2
Morco and Stancombe's	1	2
Newcastle and Carrington	12	13

The communication existing on the following lines was decreased :—

Postal Line.	No. of times per week. From	To
Western Roads.		
Between Forbes and Trundle	2	1
Southern Roads.		
Between Broken Hill and Cockburn	3	2
Cootamundra and Temora (by old mail route)	3	2
Narrawa and Mewburn	2	1
Silverton and Purnamoota	2	1

The extent of postal route traversed in the Colony up to the 31st December, 1894, was 33,064 miles, as compared with 32,792 miles traversed in 1893—

	1893.	1894.
On horseback	11,000 miles ...	10,260 miles.
By coach	18,380 „ ...	19,331 „
By railway	2,520 „ ...	2,581 „
By tramway	68 „ ...	68 „
By steamer	824 „ ...	824 „

The number of miles travelled in the year 1894 was 8,840,000, being an increase of 55,400 on the mileage of the previous year.

The extension of mail route by railway during 1894 was as follows :—From Lismore to Murwillumbah, 61 miles.

The number of Post Offices established was 29, viz. :—Austral, Berrellan, Bolong, Bullenbong, Cable's Siding, Carrow Brook, Coogee, Fifield, Garangula, Girilambone Mine, Glen Elgin, Glenmore, Gollan, Holmwood, Invergowrie, Legislative Assembly, Meadow Bank, North Dural, Olinda, Reefton, Sixteen-Mile Tank, South Murwillumbah, Tharwa, Tuggerah Lakes, White Cliffs, Wyalong, Wyalong Township, Umaralla, and Yalgogrin North.

The Post Office at Camden Haven was re-established.

The number of Post Offices discontinued was eight, viz. :—Bobundarah, Byangum, Chandler's Creek, Enfield North, Glenbower, Mewburn, Tullimbar, and Wowagin.

It was found desirable to change the designations of the following Post Offices, viz. :—Boggy Creek to Derry, Brush to Martinsville, Byron Creek to Bangalow, Clarkson's Crossing to Nabiac, Cudgen Scrub to Cudgen, Derry to Ganmain, Doree to Dora Creek, Langworthy's to Weismantel's, Lyttleton to Bemboka, North Dural to Glenorie, The Bulga to Bulga, Wyalong to West Wyalong, and Wyalong Township to Wyalong.

Appendix A. In the Appendix will be found a list of the 1,445 Post Offices in the Colony on the 31st December, 1894.

One hundred and eighty-five changes of Postmasters occurred during the year.

Receiving Offices were established at the following places :—Armatree, Austral, Badgery's Creek, Belle Vue, Billy's Look Out, Beni Creek, Binnie Creek.

Birriwa,

Birriwa, Bobeyan, Bob's Range, Boorooma, Bossley Park, Breelong, Brunkerville, Budgong, Buxton, Byangum, Bywong, Cawdor, Cobark, Coolamon Plains, Craig Lea, Croker's Mint, Currowan, East Hills, Flyer's Creek, Gorton's Yard, Gumble, Hawke's Nest, Hillermann's, Jaunter, Langwell, Lakesland, Log Paddock, Lower Hickey's, Maclaurin, Mallan, Mandemar, Meranburn Railway Platform, Mewburn, Milburn Creek, Murrayville, Myall Creek, Naas, North Rocks, Olinda, One Tree, Owen's Gap, Page's Creek, Pine Mount, Pine Vale, Pitt Town Co-operative Settlement, Reddacliff's, Rhyola, Rossi, Sixteen-Mile Tank, Somersby, Tarrabandra, Teridgerie, Tingiringi, Triangle Flat, Tubbamurra, Tubbul, Uralgurra, Upper Tooloom, Wahroonga, Walmer, Willow Forest, Wyalong Township, and Yeo Yeo.

Receiving Offices were re-established at Curracabark, Kelly's Creek, South Mount Hope, and Woolla Woolla.

The names of the following Receiving Offices were changed, viz.:—Allen Mount to Double Peak, Cudgen to Chinderah, Glen Rock to Moparrabah, Midgeegrass to Eltham, North Rocks to Forrester, West Bargo to Cordeaux, and Wog Wog to Muskgrove.

The Receiving Offices at the following places were converted into Post Offices, viz.:—Austral, Berrellan, Bolong, Bullenbong, Cable's Siding, Carrow Brook, Fifield, Glen Elgin, Holmwood, Invergowrie, Olinda, Sixteen Mile Tank, Tharwa, Tuggerah Lakes, White Cliffs, Wyalong Township, Umaralla, and Yalgogrin North.

The Receiving Offices at the following places were discontinued, viz.:—Back Creek, Bocoble, Hughstonia, Log Paddock, Naas, Old Goree, Reeves, Tallewang, Tuckurimba, and Upper Burringbar.

In the Appendix will be found a list of the Receiving Offices in existence at the close of the year, 450 in number. Appendix B.

Appendix A contains a return of the Government Buildings for the transaction of the Postal, Money Order, Savings Bank, and Telegraph business, and particulars of the premises rented or otherwise provided for the purpose. The only Government Building completed and occupied during 1894 was that at Tintenbar. Appendix A.

During the year 1894, 4 pillar letter-receivers were erected in different parts of the Colony, 5 were removed to different sites; 55 small iron letter-receivers were placed, 7 were removed to new sites, and 3 were withdrawn. Two wooden newspaper-receivers and 2 galvanized iron letter-boxes were erected.

On the 31st December the number of letter-receivers erected in the Colony (both large and small), was 1,153, and the number of newspaper-receivers, 21.

The number of licenses for the sale of postage-stamps issued in 1894 to persons other than postmasters or Receiving-Office-Keepers was 153, and the number transferred 85.

On the 31st December, 1894, the number of locked private letter-boxes let at the General Post Office was 1,245, besides 71 allotted to Public Departments, for which no fees are paid.

The system is now in operation at the following offices, viz.:—Adelong, Albury, Armidale, Ashfield, Ballina, Balmain, Balranald, Bathurst, Bega, Bombala, Bourke, Bowral, Braidwood, Broken Hill, Burwood, Casino, Cobar, Condobolin, Coonamble, Cootamundra, Coraki, Cowra, Deniliquin, Dubbo, East Maitland, Emmaville, Forbes, George-street North, Glen Innes, Goulburn, Grafton, Granville, Grenfell, Gulgong, Gunnedah, Hay, Haymarket, Hillgrove, Hillston, Inverell, Jerilderie, Junee, Kempsey, Kiama, King-street, Lismore, Maclean, Manly, Marrickville, Moree, Moruya, Moss Vale, Mount Victoria, Mudgee, Murwillumbah, Muswellbrook, Narrabri, Narrandera, Newcastle, Newtown, North Sydney, Nymagee, Orange, Pambula, Park-street, Parramatta, Queanbeyan, Silverton, Singleton, Tamworth, Taree, Temora, Tenterfield, Uralla, Urana, Wagga Wagga, Walgett, Wentworth, West Maitland, Wilcannia, Wollongong, West Wyalong, Wyalong, and Young.

Six private posting boxes have been constructed on private premises for the use and at the expense of the occupants, under the system introduced in August, 1886. The fee charged for the clearance of these boxes varies from £3 to £5 per annum, according to the daily number of clearances effected.

Five additional letter-carriers were appointed during 1894. The total number of these officials employed on the 31st December was 463, of whom 97 were attached to the Head Office, the remainder being distributed throughout the Colony, as indicated in the Appendix. Appendix A.

The

The number of persons employed in connection with the Postal and Electric Telegraph Department for the year 1894 was as follows:—

Principal Officers.—1 Postmaster-General, 1 Deputy Postmaster-General, 1 Secretary of the Postal Service, 1 Secretary of the Telegraph Service, 1 Chief Accountant and Controller, Money Order Office and Government Savings Bank.

Ministerial Division.—1 chief inspector, 8 inspectors, 3 senior clerks, 44 clerks, 1 clerk in charge of stores, 1 extra clerk, 6 temporary clerks, 1 relieving officer, 11 indoor messengers, 1 assistant storekeeper, 6 assistants in store, 1 storeman, 1 mechanic, 1 carpenter, 1 caretaker, 1 assistant caretaker, 1 office keeper, 1 tower attendant, 1 detective, 4 constables, 5 cleaners, 14 female servants, 1 manager of stables, 1 farrier, 1 striker and assistant, 9 grooms, 1 foreman of mail-cart drivers, 5 mail-cart drivers.

Money Order and Government Savings Bank Division.—1 chief clerk, 1 examiner, 1 assistant examiner, 1 clerk in charge of money order room, 1 teller, 3 assistant tellers, 19 ledger-keepers, 28 clerks, 23 temporary clerks, 7 indoor messengers.

Account and Cash Division.—1 accountant, 1 distributer of stamps, 1 cashier, 1 receiving clerk, 1 senior clerk, 31 clerks, 4 temporary clerks.

Mail Division.—1 superintendent, 1 assistant superintendent, 5 senior clerks, 44 clerks, 1 clerk in charge of parcel post, 1 shipping clerk, 1 shipping clerk's assistant, 1 extra clerk, 13 temporary clerks, 1 Chinese interpreter, 17 mail guards, 62 letter-sorters, 8 junior letter-sorters, 5 temporary letter-sorters, 1 overseer of sorters, 62 stampers and sorters, 5 junior stampers and sorters, 7 temporary stampers and sorters, 5 sorters, 1 letter-carriers' overseer, 79 letter-carriers, 15 junior letter-carriers, 3 temporary letter-carriers, 63 mail-boys, 1 packer, parcel post branch, 12 assistants, parcel post branch, 2 custodians of mails, 1 custodian of mail-bags, 1 assistant in bag-room, 2 bag turners, 1 repairer of mail-bags, 1 letter-carriers' time-keeper.

Telegraph Division.—1 station manager, 3 assistant station managers, 1 clerk in charge of check branch, 1 electrician, 1 assistant electrician, 32 clerks, 24 temporary clerks, 1 cadet, electrician's branch, 1 assistant in store, 2 senior operators, 194 operators, 20 junior operators, 5 temporary operators, 1 messengers' overseer, 3 temporary messengers' overseers, 193 messengers, 5 cadets, 1 chief mechanician, 1 assistant mechanician, 4 instrument fitters, 1 temporary assistant (mechanical branch), 1 probationer (mechanical branch), 1 inspector of lines (city and suburbs), 1 assistant line repairer, 1 batteryman, 7 assistant batterymen, 2 litt attendants, 5 temporary construction overseers, 70 labourers.

Telephone Branch.—1 manager, 1 mechanician, 17 fitters, 1 exchange foreman, 1 line foreman, 3 monitors, 52 switch attendants, 1 junior assistant, 1 messenger.

Electric Light Branch.—1 chief engineer, 4 engineers, 10 assistant engineers, 2 assistants.

Branch, Suburban, and Country Offices.—1,445 postmasters (426 official, 1,019 non-official), 8 telegraph station masters, 117 postal assistants, 99 junior postal assistants, 103 temporary postal assistants, 290 operators, 96 junior operators, 24 temporary station masters and telephone operators, 18 mail-guards, 2 stampers and sorters, 1 junior stamper and sorter, 176 letter-carriers, 181 junior letter-carriers, 9 temporary letter-carriers, 48 mail-boys, 76 mail-carriers, 373 telegraph messengers, 12 cadets, 41 switch attendants, 2 telephone fitters, 3 assistant batterymen, 45 line-repairers, 450 receiving office keepers, 754 mail contractors.

Total, Head Office	1,363
,, Branch, Suburban, and Country Offices ...	4,373
Total number of persons employed	5,736

The Honorable John Kidd, M.L.A., retired from the position of Postmaster-General on the 2nd August, 1894, when I undertook the Ministerial charge of the Department.

Nineteen deaths occurred, viz.:—T. W. H. Dee, postmaster, Wagga Wagga; J. W. S. Isaacs, post and telegraph master, Millie; J. J. Sheedy, post and telegraph master,

master, Blackville; Mrs. E. H. A. Pegus, post and telegraph mistress, Yamba; W. Francis, assistant, Bathurst; J. Gibson, operator, Pyrmont; D. Fraser, J. Spratt, and J. Baird, stampers and sorters; W. J. Du Bedat, temporary letter-sorter; E. Carroll, letter-carrier, Newtown; J. Wood, letter-carrier, Alexandria; J. Thompson, junior letter-carrier, Wingham; W. A. Flanagan, junior letter-carrier, Dubbo; J. Frost, mail-boy; W. Stokoe, telegraph messenger; E. J. Gleeson, telegraph messenger, Albury; J. Latham, telegraph messenger, Redfern Railway Station; and F. A. Le Messurier, mechanic.

Forty-one resignations took place, and the services of five officials no longer required were dispensed with.

Four officers retired from the service, viz.:—Mrs. J. Ferris, post and telegraph mistress, Petersham, and J. Eve, senior letter-carrier, who were allowed pensions under the Civil Service Act; T. Harnett, special constable, who not being a contributor to the Superannuation Fund, was granted a small gratuity from the Consolidated Revenue; and E. Doolan, senior letter-carrier.

The removals from the service numbered nineteen. One, a clerk in the Account and Cash Division, received three years imprisonment for embezzlement; a post and telegraph master and an assistant received, respectively, sentences of two years and six months, and five years imprisonment for similar offences; a junior stamper and sorter was sentenced to eighteen months imprisonment for stealing a parcel; a mail-boy received six months imprisonment for stealing a letter; and another mail-boy received three years imprisonment for stealing packets. The remainder were dismissed for the following offences:—A post and telegraph master for absconding, a warrant for his arrest having been issued; a junior assistant and a cleaner for failing to account for Savings Bank deposits received by them (the latter whilst employed in another capacity); an operator, a mail-boy, and a telegraph messenger, for drunkenness; another telegraph messenger for forging a signature to a postal note; a letter-carrier for tampering with a letter; a temporary clerk for insubordination; two junior letter-carriers for neglect of duty; a mail-boy for absence without leave; and a telegraph messenger for stealing and destroying letters.

The Postal Inspectors in 1894 travelled a distance of 52,324 miles, and inspected the postal route appertaining thereto, visiting 747 offices, 221 of which were visited more than once during the year.

Amended regulations in regard to the treatment of "late-fee" letters were brought into operation in June, and in November the system was extended to circulars posted in mail-vans at the Redfern Railway Station, subject to certain restrictions as to the method of posting and number posted.

A system of letter-cards, for which 1½d. each is charged, was introduced in July, and arrangements were made for their transmission to the other Australasian Colonies and to Fiji at the same rate. The following is a description of the card:—

Stamp on right—an adaptation of the current 1d. postage stamp—1½d. being substituted for view in centre, with the words "Penny half-penny" in tablet at bottom. The Royal Arms on left, with the words "New South Wales Letter Card" between Directions at bottom and on back. Colour red on grey, paper being white inside. Perforations on the four sides. Edges gummed.

The fee for the registration of letters containing notices of objection to the retention of names on the lists of voters, issued under the Parliamentary Electorates and Elections Act, 1893, has been fixed at 2d. (the ordinary registration fee being 3d.) per letter.

By a recent change in the regulations, catalogues wholly printed and bound in book form are allowed to pass though the post within the Colony at the book rate of postage, viz.:—

	d.
Not exceeding 2 oz.	½
Exceeding 2 oz. but not exceeding 4 oz.	1
Each additional 4 oz. or fraction thereof (up to 5 lb.)	1

FOREIGN

FOREIGN SERVICE.

As mentioned in a previous part of this report, one of the resolutions of the Conference held in New Zealand in March, 1894, was "that this Conference agrees to the extension of the present Federal mail contracts with the Peninsular and Oriental and Orient Companies for a period of one year from the 31st January, 1895." This decision was duly communicated to the Postmaster-General, London, who arranged with the contractors for the extension of the existing contracts up to 31st January, 1896. Correspondence has since taken place between the Imperial authorities and the Australasian Governments on the subject of a further extension of the contracts to the 31st January, 1898, subject to some concessions on the part of the Steam Companies, which has resulted in an agreement on the part of the Colonies to the proposed extension. This is, however, a matter that will be more fully noticed in its proper place in the next Annual Report of the Postmaster-General.

The arrangement made with the New Zealand Government in 1892 for the conveyance of mails, once every four weeks, to and from Sydney and San Francisco, *via* Auckland, by contract packets of the Union Steamship Company of New Zealand, for the sum of £4,000 per annum, has been renewed for a further period, expiring in November next.

The following are the returns of the Mail Services performed by the Orient Steam Navigation Company during the year 1894:—

Received.

Name of Steamer.	Date of departure of Mails from England.	Date of arrival of Mails at Sydney.	No. of days occupied in transit of Mails between London and Sydney.	Name of Steamer.	Date of departure of Mails from England.	Date of arrival of Mails at Sydney.	No. of days occupied in transit of Mails between London and Sydney.
	1893.	1894.			1894.	1894.	
Oruba	8 December	12 January	35	Orizaba	8 June	12 July	34
Austral	22 "	27 "	36	Oroya	22 "	25 "	33
	1894.			Orient	6 July	9 August	34
Cuzco	5 January	9 February	35	Ormuz	20 "	23 "	34
Ophir	19 "	21 "	33	Orotava	3 August	6 September	34
Orizaba	2 February	9 March	35	Oruba	17 "	19 "	33
Oroya	16 "	23 "	35	Cuzco	31 "	5 October	35
Orient	2 March	5 April	34	Austral	14 September	19 "	35
Ormuz	16 "	19 "	34	Ophir	28 "	1 November	34
Orotava	30 "	3 May	34	Orizaba	12 October	16 "	35
Oruba	13 April	16 "	33	Oroya	26 "	29 "	34
Austral	27 "	1 June	35	Orient	9 November	14 December	35
Cuzco	11 May	15 "	35	Ormuz	23 "	28 "	35
Ophir	25 "	28 "	34				

Despatched.

Name of Steamer.	Date of despatch of Mails from Sydney.	Date of arrival of Mails in England.	No. of days occupied in transit of Mails between Sydney and London.	Name of Steamer.	Date of despatch of Mails from Sydney.	Date of arrival of Mails in England.	No. of days occupied in transit of Mails between Sydney and London.
	1894.	1894.			1894.	1894.	
Ormuz	8 January	10 February	33	Ophir	23 July	25 August	33
Orotava	22 "	23 "	32	Orizaba	6 August	10 September	35
Oruba	5 February	10 March	33	Oroya	20 "	23 "	34
Austral	19 "	24 "	33	Orient	3 September	9 October	36
Cuzco	5 March	8 April	34	Ormuz	17 "	20 "	33
Ophir	19 "	22 "	34	Orotava	1 October	3 November	33
Orizaba	2 April	5 May	33	Oruba	15 "	17 "	33
Oroya	16 "	20 "	34	Cuzco	29 "	3 December	35
Orient	30 "	4 June	35	Austral	12 November	15 "	33
Ormuz	14 May	17 "	34	Ophir	26 "	30 "	34
Orotava	28 "	2 July	35			1895.	
Oruba	11 June	17 "	36	Orizaba	10 December	12 January	33
Austral	25 "	30 "	35	Oroya	24 "	26 "	33
Cuzco	9 July	12 August	34				

Average time occupied in the conveyance of mails to and from Sydney and London:—

London to Sydney ... ... $34\frac{2}{36}$ days.
Sydney to London ... ... $33\frac{11}{15}$ "

The

The Mail Service performed by the Peninsular and Oriental Steam Navigation Company during the year 1894 was as follows:—

Received.

Name of Steamer.	Date of departure of Mails from England.	Date of arrival of Mails at Sydney.	No. of days occupied in transit of Mails between London and Sydney.	Name of Steamer.	Date of departure of Mails from England.	Date of arrival of Mails at Sydney.	No. of days occupied in transit of Mails between London and Sydney.
	1893.	1894.			1894.	1894.	
Valetta	1 December	8 January	38	Oceana	1 June	4 July	33
Himalaya	15 "	16 "	32	Australia	15 "	17 "	32
Parramatta	29 "	3 February	36	Massilia	29 "	3 August	35
	1894.			Himalaya	13 July	15 "	33
Britannia	12 January	15 "	34	Ballaarat	27 "	1 September	36
Massilia	26 "	3 March	36	Arcadia	10 August	11 "	32
Australia	9 February	12 "	31	Valetta	24 "	29 "	36
Ballaarat	23 "	31 "	36	Rome	7 September	10 October	33
Victoria	9 March	11 April	33	Parramatta	21 "	26 "	35
Arcadia	23 "	25 "	33	Oceana	5 October	5 November	31
Valetta	6 April	12 May	36	Australia	19 "	20 "	32
Rome	20 "	24 "	34	Massilia	2 November	7 December	35
Parramatta	4 May	9 June	36	Himalaya	16 "	18 "	32
Britannia	18 "	21 "	34				

Despatched.

Name of Steamer.	Date of despatch of Mails from Sydney.	Date of arrival of Mails in England.	No. of days occupied in transit of Mails between Sydney and London.	Name of Steamer.	Date of despatch of Mails from Sydney.	Date of arrival of Mails in England.	No. of days occupied in transit of Mails between Sydney and London.
	1894.	1894.			1894.	1894.	
Victoria	1 January	4 February	34	Britannia	16 July	19 August	34
Arcadia	15 "	18 "	34	Oceana	30 "	2 September	34
Valetta	29 "	6 March	35	Australia	13 August	15 "	33
Himalaya	12 February	18 "	34	Massilia	27 "	30 "	34
Parramatta	26 "	2 April	35	Himalaya	10 September	13 October	33
Britannia	12 March	15 "	34	Ballaarat	24 "	28 "	34
Massilia	26 "	30 "	35	Arcadia	8 October	10 November	33
Australia	9 April	12 May	33	Valetta	22 "	27 "	36
Ballaarat	23 "	28 "	35	Rome	5 November	9 December	34
Victoria	7 May	9 June	33	Parramatta	19 "	24 "	35
Arcadia	21 "	24 "	34			1895.	
Valetta	4 June	11 July	37	Oceana	3 December	5 January	33
Rome	18 "	23 "	35	Australia	17 "	20 "	34
Parramatta	2 July	7 August	36	Massilia	31 "	3 February	34

Average time occupied in the conveyance of Mails to and from Sydney and London:—

London to Sydney ... ... 34 days.
Sydney to London ... ... 34 $\frac{1}{27}$ "

The following returns show the dates of arrival and departure at and from Sydney and London of the mails per Union Steamship Company's steamers *via* San Francisco during the year 1894:—

Received.

Name of Steamer.	Date of departure of Mails from England.	Date of arrival of Mails at Sydney.	No. of days occupied in transit of Mails between London and Sydney.	Name of Steamer.	Date of departure of Mails from England.	Date of arrival of Mails at Sydney.	No. of days occupied in transit of Mails between London and Sydney.
	1893.	1894.			1894.	1894.	
Alameda	2 December	8 January	37	Alameda	19 May	26 June	38
Mariposa	30 "	6 February	38	Mariposa	16 June	23 July	37
	1894.			Monowai	14 July	21 August	38
Monowai	27 January	8 March	40	Alameda	11 August	17 September	37
Alameda	24 February	4 April	39	Mariposa	8 September	15 October	37
Mariposa	24 March	30 "	37	Monowai	6 October	13 November	38
Monowai	21 April	28 May	37	Alameda	3 November	10 December	37

Despatched.

Name of Steamer.	Date of departure of Mails from Sydney.	Date of arrival of Mails in England.	No. of days occupied in transit of Mails between Sydney and London.	Name of Steamer.	Date of departure of Mails from Sydney.	Date of arrival of Mails in England.	No. of days occupied in transit of Mails between Sydney and London.
	1894.	1894.			1894.	1894.	
Alameda	22 January	28 February	37	Mariposa	6 August	12 September	37
Mariposa	19 February	28 March	37	Monowai	3 September	11 October	38
Monowai	19 March	25 April	37	Alameda	1 October	7 November	37
Alameda	16 April	23 May	37	Mariposa	29 "	6 December	38
Mariposa	14 May	20 June	37			1895.	
Monowai	11 June	26 July	45	Arawa	26 November	4 January	39
Alameda	9 July	15 August	37	Alameda	24 December	1 February	39

Average time occupied in the conveyance of mails to and from Sydney and London, *via* San Francisco :—

London to Sydney... ... ... 37 7/8 days.
Sydney to London... ... ... 38 1/8 „

Owing to the railway strike in the United States of America, the mails per the "Monowai," which left Sydney on the 11th June, and arrived at San Francisco on the 7th July, were forwarded from the latter port to New York, *via* Seattle, and the Canadian Pacific Railway, arriving in London on the 26th July, eight days after their due date.

The following are the returns of the Mail Service performed by the Canadian-Australian Steamship Line, *via* Vancouver, during the year 1894 :—

Received.

Name of Steamer.	Date of arrival of Mails in Sydney.	Name of Steamer.	Date of arrival of Mails in Sydney.
	1894.		1895.
Arawa	13 January.	Arawa	11 July.
Warrimoo	10 February.	Warrimoo	9 August.
Arawa	12 March.	Arawa	12 September.
Warrimoo	11 April.	Warrimoo	9 October.
Arawa	11 May.	Arawa	12 November.
Warrimoo	8 June.	Miowera	9 December.

The London Office does not send mails by this route.

Despatched.

Name of Steamer.	Date of departure of Mails from Sydney.	Date of arrival of Mails in London.	No. of days occupied in transit of Mails between Sydney and London.	Name of Steamer.	Date of departure of Mails from Sydney.	Date of arrival of Mails in London.	No. of days occupied in transit of Mails between Sydney and London.
	1894.	1894.			1894.	1894.	
Arawa	18 January	28 February	41	Warrimoo	18 August	25 September	38
Warrimoo	17 February	28 March	39	Arawa	19 September	29 October	40
Arawa	17 March	25 April	39	Miowera	20 October	28 November	39
Warrimoo	18 April	26 May	38			1895.	
Arawa	19 May	4 July	46	Warrimoo	19 November	1 January	43
Warrimoo	18 June	25 „	37	Miowera	18 December	31 „	44
Arawa	20 July	29 August	40				

Average time occupied in the conveyance of mails :—

From Sydney to London ... ... 40½ days.

The amount paid by each contributing colony, on the basis of population, towards the cost of the "Federal" Ocean Mail Service, for the year 1894, was as follows, viz. :—

New South Wales	£26,992	11	8
Victoria	25,964	5	0
Queensland	9,544	13	4
South Australia	7,656	11	8
Tasmania	3,414	3	4
Western Australia	1,427	15	0
Total...	£75,000	0	0

The contribution from the United Kingdom is £95,000 per annum.

The following return shows the number of letters, packets, and newspapers despatched and received by the various ocean mail routes during the year 1894, as compared with similar information for the year 1893 :—

Year.	Route.	Despatched.						Received.				
		Intercolonial.			Foreign.			Intercolonial.			Foreign.	
		Letters.	Packets.	Newspapers.	Letters.	Packets.	Newspapers.	Letters.	Packets.	Newspapers.	Letters.	Packets and Newspapers.
1893	Per Peninsular and Oriental S. N. Co.'s packets, *via* Brindisi	31,099	6,113	90,313	435,347	79,520	325,637	18,177	2,232	9,624	643,211	819,690
1894		60,261	30,418	131,702	427,050	82,033	270,442	40,041	2,493	21,365	627,778	601,421
1893	Per Orient Steam Navigation Co.'s packets, *via* Naples	29,215	11,393	85,583	424,381	83,703	324,848	27,842	2,746	16,593	611,079	693,030
1894		51,279	40,187	134,421	411,162	76,171	267,380	42,840	4,401	22,972	615,082	574,660
1893	Per Union Steamship Co.'s packets, *via* San Francisco	19,996	34,008	88,230	68,720	11,760	55,709	11,796	526	2,020	106,264	196,407
1894		21,543	112,837	38,096	80,399	10,920	48,248	9,397	903	5,861	38,943	124,467
1893	Per Queensland Royal Mail Co.'s packets, *via* Torres Straits	....	....	....	2,306	646	2,771	....	....	....	142	83
1894		....	....	....	2,615	479	3,203	....	....	....	282	117
1893	Per Compagnie des Messageries Maritimes' packets, *via* Marseilles	....	....	....	9,406	6,322	9,668	....	....	....	5,841	4,469
1894		144	1	....	9,541	1,227	7,906	....	....	....	7,560	6,769
1893	Per Nord-Deutscher Lloyd's packets, *via* Brindisi	119	3	14	997	95	288	....	....	....	13,156	7,098
1894		222	3	3	320	10	1	....	....	....	12,036	7,346
1893	Per Canadian-Australian packets, *via* Vancouver	....	....	....	19,121	3,433	16,033	....	....	....	5,284	2,030
1894		....	....	....	40,134	8,065	41,454	....	....	....	37,944	62,479

The following statements for the year 1894 show the approximate net cost to the Colony of the Suez, San Francisco, and Vancouver Mail Services.

Statement showing the approximate net cost to New South Wales, for the year 1894, of the mail service per the vessels of the Orient and the Peninsular and Oriental Steam Navigation Companies:—

	£	s.	d.	£	s.	d.
Dr.						
To New South Wales proportion of Colonial share of subsidy for carriage of mails	26,992	11	8			
Transit of mail-matter through European Countries, &c.	3,892	11	9			
Overland transit of mail-matter through Australian Colonies; cost of advising arrival of mails in London, &c.	1,572	0	1			
				32,457	3	6
Cr.						
By Estimated share of contributions from non-contracting Colonies, &c.	1,050	0	0			
Estimated share of transit rates on mail-matter from European Countries, &c.	550	0	0			
Estimated postages collected in the Colony	17,980	0	0			
				19,580	0	0
Estimated net cost to the Colony				£12,877	3	6
The estimated net cost for 1893 was				£13,154	18	1

Statement showing the approximate net cost to New South Wales for the year 1894, of the San Francisco Mail Service, per the vessels of the Union Steamship Company of New Zealand (Limited):—

	£	s.	d.	£	s.	d.
Dr.						
To Payments to New Zealand for the carriage of mails ...	4,000	0	0			
Cost of land and sea transit of mail-matter for places beyond the United States of America, and of advising arrival of mails in London	11	14	10			
				4,011	14	10
Cr.						
By Estimated postages collected in the Colony				2,120	0	0
Estimated net cost to the Colony				£1,891	14	10
The estimated net cost for 1893 was				£2,050	0	0

Statement showing the approximate net cost to New South Wales, for the year 1894, of the Vancouver Mail Service, per vessels of Mr. James Huddart:—

	£	s.	d.	£	s.	d.
Dr.						
To Payment to Mr. James Huddart for the carriage of mails, at £10,000 per annum (less £690 deducted as penalties for late arrivals)	9,310	0	0			
Cost of land and sea transit of mail matter to places beyond Canada	35	12	0			
				9,345	12	0
Cr.						
By Contributions from non-contracting colonies, &c. ...	650	0	0			
Estimated postages collected in the Colony	850	0	0			
				1,500	0	0
Estimated net cost to the Colony				£7,845	12	0
The estimated net cost for the period from 18th May to 31st December, 1893, was				£3,763	6	8

In lieu of the Intercolonial rates previously charged, authority was given in August for mail matter to be forwarded from New South Wales to Norfolk Island at the same rates of postage as are applicable to correspondence circulating within the Colony.

Newspapers addressed to the Colonies of Tasmania, Western Australia, New Zealand, and Fiji which had previously been transmitted free of charge, if posted within seven days of the date of publication, were from the 1st July subjected to the same charge as those for Victoria, South Australia, and Queensland, viz.:—½d. per 10 oz.

In October the rates of postage on newspapers for Foreign Countries were assimilated to those charges to the United Kingdom, viz.: 1d. for the first 4 oz., and ½d. for every additional 2 oz.

Amended rates of postage on commercial papers, posted in New South Wales for transmission to other parts of the world, except the Australasian Colonies, British New Guinea, Norfolk Island, and Fiji, were introduced on the 1st July. The

The regulations under which correspondence redirected before delivery to the addressee is again forwarded by post, without additional charge, have been amended so as to apply, also, where delivery has been effected, provided that the redirected article is reposted not later than the day (Sundays and holidays not being counted) after being left at the address, and that it has not been opened.

From the 30th June, Sutherland on the Illawarra railway line, 15 miles distant from Sydney, and from the 16th December, Hoxton Park, Holdsworthy, and Glenfield, in the vicinity of Liverpool, were included amongst the places in the Metropolitan district between which letters may be transmitted at the town rate of postage.

The town rate of postage was made applicable to all letters posted in any of the undermentioned districts for delivery within the same district from the dates mentioned. The districts include all places within a radius of 13 miles of the Central Post Office after which the district is named.

Molong, 16th February. Singleton, 1st July. Wyalong, 16th October.

Parcel Post.

The parcel Post system has been extended to Norfolk Island and the rates for parcels forwarded to and from places within the Colony are applicable thereto; also to British New Guinea at the rate of postage fixed for Intercolonial parcels. Through the medium of the United Kingdom arrangements have been made for the interchange of parcels with—

Africa, East Coast, German possessions
Africa, West Coast, French possessions
British Central Africa
Eritrea (Red Sea)
French Congo
Gambia
Loma
Panama
St. John
St. Croix
Dutch Guiana—
Paramaribo
Nieuw Nickerie
Dutch West Indies—
Willemstad (Curacoa)
Phillipsburg (St. Martin)
St. Eustatius

Arrangements have been entered into for an exchange of parcels with Persia, *via* Bombay.

The rates of postage on parcels to the following countries have been reduced:—Cape Colony and neighbouring territories, the Grand Duchy of Luxemburg, the Congo Free State, and British Central Africa; and the rates to Japan and Mauritius were increased.

The charge for certificates of the posting of parcels for the United Kingdom and Foreign countries was increased from 2d to 3d.

At the request of the Egyptian postal authorities arrangements were made in December for the transmission of parcels from Egypt to the Cook Islands through the intermediary of this Department, the Egyptian office crediting it with the following rates to cover the New South Wales inland rate, sea conveyance from Sydney to New Zealand, New Zealand inland rate, and sea transit thence to destination, viz.:—

	£	s.	d.
Parcels not exceeding 2 lb. in weight	0	2	3
Between 2 lb. and 7 lb.	0	7	1
„ 7 lb. and 11 lb.	0	11	3

Similar arrangements were also made as regards parcels from Egypt to Samoa.

Return of Letters, Letter Cards, Post Cards, Packets, Newspapers, and Parcels.

Despatched.

Service.	Ordinary Letters.	Registered Letters.	Letter Cards.	Post Cards. Single.	Post Cards. With Reply paid.	Ordinary Packets.	Registered Packets.	Newspapers subject to Postage.	Newspapers exempt from Postage.	Parcels. Number.	Parcels. Weight.	Parcels. Postage.	Parcels. Declared Value.
											lb.	£ s. d.	£ s. d.
Inland	50,225,000	552,819	133,000	877,500	10,000	7,852,900	57,603	1,498,800	30,674,700	315,243	977,202	16,527 0 7	.....
Intercolonial ..	4,336,600	166,173	9,400	68,000	900	4,525,200	10,823	5,303,200	.....	18,020	48,697	1,505 18 2	28,451 6 9
International ..	999,400	27,673	....	8,000	400	309,800	3,898	675,500	.....	6,273	16,388	756 2 6	17,191 18 9
Total ...	55,561,000	746,665	142,400	952,100	11,300	12,687,900	72,324	7,487,500	30,674,700	339,536	1,042,387	18,789 1 3	45,643 4 6

Received.

Service.	Ordinary Letters.	Registered Letters.	Letter Cards.	Post Cards. Single.	Post Cards. With Reply paid.	Ordinary Packets.	Registered Packets.	Newspapers subject to Postage.	Newspapers exempt from Postage.	Parcels. Number.	Parcels. Weight.	Parcels. Postage.	Parcels. Declared Value.
Intercolonial ..	4,024,600	44,428	11,300	41,400	1,300	514,700	3,671	2,400,200	.....	15,955	40,325	1,016 6 1	15,966 17 3
International ..	1,442,700	35,035	....	9,300	400	280,500	5,513	7,125,300	.....	12,399	42,074	1,023 4 4	38,041 15 7
Total	5,467,300	79,463	11,300	50,700	1,200	795,200	9,184	9,525,100	.....	28,354	82,399	2,039 10 5	54,008 12 10

NOTE.—With the exception of Registered Articles and Parcels (in regard to which the actual figures are given) the above figures are calculated on the basis of returns furnished by Postmasters during two months of the year, and therefore can only be accepted as approximate.

Dead Letter Branch.

The following return shows the number of Letters, Post-cards, and Packets dealt with in this Branch, either by the return to writers, discovery of persons addressed, or otherwise, during the year 1894 :—

	Letters.	Post-cards.	Packets.
Inland.			
Returned to writers, delivered, &c.	178,996	1,392	32,888
Destroyed in accordance with Section 32 of 31 Vic. No. 4	27,782	320	1,392
Remaining undelivered	200	.....	.....
Intercolonial.			
Originally addressed to other Colonies :—			
Returned to writers, or otherwise disposed of	20,545	208	25,204
Destroyed in accordance with Section 32 of 31 Vic. No. 4	4,210	30	2,001
Returned to other Colonies as unclaimed	21,500	150	4,504
Foreign.			
Originally addressed to other Countries :—			
Returned to writers, or otherwise disposed of	4,998	13	4,564
Destroyed in accordance with Section 32 of 31 Vic. No. 4	798	4	1,063
Returned to other Countries as unclaimed	9,776	.....	5,074
Total number dealt with	268,805	2,165	76,690

Included in the above return were 11,782 registered letters originating in New South Wales, which, upon being opened to obtain address prior to return to the senders, were found to contain, besides correspondence and valuable enclosures, such as watches, gold rings, and jewellery, the sum of £1,295 19s. 4d. in coin, notes, and cheques. In 1,041 unregistered letters were found valuable enclosures, representing £3,497 2s. 5d.

582 registered letters originated in places beyond the Colony, and were returned unopened, as follows :—171 to London, 167 to other countries, and 244 to other Colonies.

An average of 71 insufficiently-addressed letters and packets were forwarded daily to the Dead Letter Office for treatment; the addresses of a large proportion were corrected and the letters forwarded. The remainder were returned to the writers, or otherwise dealt with, as required by the Postage Acts.

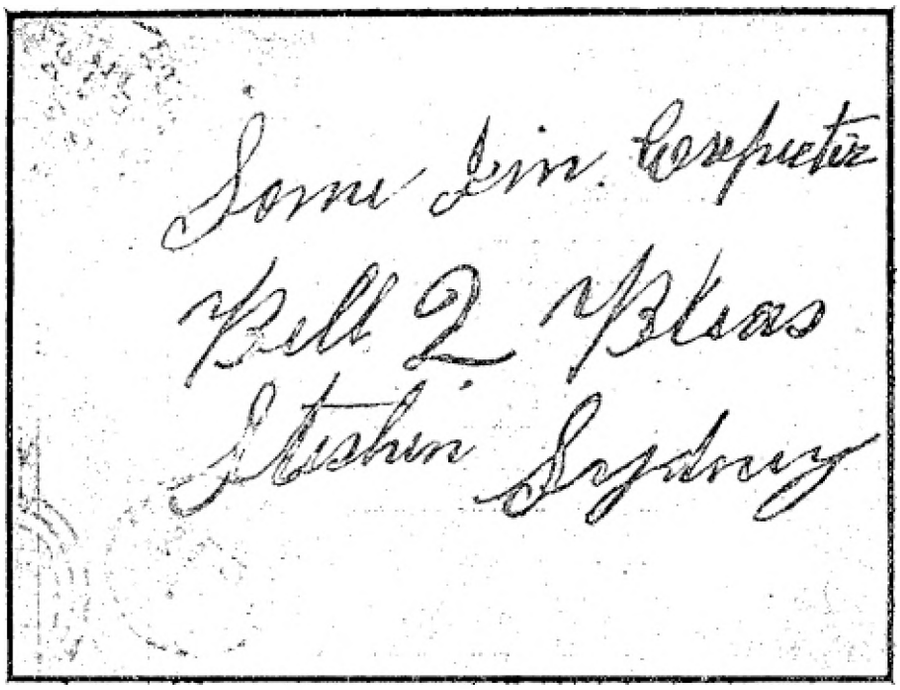
Of 443 articles containing clothing, merchandise, &c., received with the addresses torn off, postage refused, &c., only 77 were applied for and delivered. The articles not otherwise disposed of are sold in accordance with legislation, and the proceeds paid into the Consolidated Revenue.

991 Chinese letters imperfectly addressed were forwarded to the intended addressees through the assistance of the Chinese interpreter.

134 letters were posted without addresses, 97 of which (including 17 containing valuable enclosures) were returned to the writers, the remainder bearing no indication of the sender.

About ·415 per cent. of the total number of letters posted in the Colony during 1894 were unclaimed.

As illustrative of the difficulties that meet the officials of the Department in sorting letters, &c., the following is a *fac-simile* of the address of a letter received in Sydney on the 10th November, 1894.



The address was promptly deciphered by an Officer of the Mail Branch, and the letter duly delivered to Sub-Inspector Bell, 2 Police Station, Sydney.

Delivery by Letter-carriers.

The number of letters, &c., delivered by the Letter-carriers attached to the head office during the years 1893 and 1894 was as follows :—

	1893.	1894.
Unregistered letters	8,352,734	8,535,589
Registered letters	269,160	79,723
Books, &c.	149,149	160,316
Newspapers	1,444,397	1,458,194

The diminution in the number of registered letters is, of course, to a large extent, explained by the stoppage of consultation letters.

Registration Branch.

The number of Registered Letters which passed through the General Post Office in 1894 was 637,674, against 812,036 in 1893, the decrease in number being 174,362.

Mails Received and Despatched.

The following return shows the number of Mails received at and despatched from the General Post Office during the years 1893 and 1894.

Year.	Received.		Despatched.		Total number of Mails which passed through the office.
	Inland.	Foreign.	Inland.	Foreign.	
1893	214,030	26,139	203,455	10,929	454,553
1894	226,475	26,032	214,375	11,301	478,183
Increase	12,445	.....	10,920	372	23,630
Decrease	.....	107	.....	.....	.....

Record Branch.

The number of written communications received from the public during 1894, intimating changes of address, or requesting letters, &c., to be forwarded, was 26,862, against 27,226 in 1893.

The number of communications addressed to the Department relating to the extension and improvement of the service, to irregularities connected with the performance

performance of mail contracts, and to the transmission of letters, telegrams, &c., and recorded in the year 1894, was 46,115, against 40,854 in 1893.

Postage Stamps, Stamped Envelopes, &c.

The following return shows the number, description, and value of Postage Stamps, &c., issued at the General Post Office during the years 1893 and 1894 :—

Number. 1893.	Number. 1894.	Description.	Value. 1893. £ s. d.	Value. 1894. £ s. d.	Increase in issue for 1894. Number.	Increase in issue for 1894. Value. £ s. d.	Decrease in issue for 1894. Number.	Decrease in issue for 1894. Value. £ s. d.
6,075,720	6,904,720	Halfpenny	12,657 15 0	14,309 16 8	829,000	1,652 1 8	.....	.....
92,876	109,732	Halfpenny impressed on envelopes received from the public.	193 9 10	228 12 2	16,856	35 2 4	.....	.....
38,758,037	39,934,837	Penny	161,491 14 1	166,395 8 1	1,176,828	4,903 9 0	.....	.....
202,406	152,632	Penny impressed on envelopes received from the public.	843 7 1	635 19 4	49,773	207 7 9	.....	.....
27,839,560	28,023,680	Two-penny	231,996 6 8	233,530 13 4	184,120	1,534 6 8	.....	.....
171,295	203,839	Two-penny impressed on envelopes received from the public.	1,427 9 2	1,698 13 2	32,544	271 4 0	.....	.....
874,656	845,928	Twopence-halfpenny	9,111 0 0	8,811 15 0	.....	.....	28,728	299 5 0
109,949	318,309	Three-penny	2,499 5 0	2,018 15 0	118,360	1,479 10 0	.....	.....
464,010	546,690	Four-penny	7,748 16 0	9,111 10 0	81,780	1,363 0 0	.....	.....
108,476	111,766	Five-penny	2,051 11 3	2,328 9 2	13,290	276 17 6	.....	.....
508,440	1,109,560	Six-penny	14,211 0 0	27,739 0 0	641,120	13,528 0 0	.....	.....
3,700	333	Sevenpence-halfpenny	115 12 0	191 2 6	3,318	75 10 0	.....	.....
47,256	114,525	Eight-penny	1,575 3 4	3,817 10 0	67,270	2,242 6 8	.....	.....
1,830	33,201	Nine-penny	68 17 0	138 6 9	31,365	69 9 9	.....	.....
5,742	10,152	Ten-penny	230 5 0	423 0 0	4,410	183 15 0	.....	.....
518,470	1,470,110	One-shilling	25,923 10 0	73,505 10 0	951,640	47,582 0 0	.....	.....
2,052	3,918	Twelvepence-halfpenny	128 2 6	183 5 0	866	45 2 6	.....	.....
6,381	9,931	Five-shilling	1,595 5 0	2,482 15 0	3,550	887 10 0	.....	.....
836	2,478	Ten-shilling	318 0 0	1,239 0 0	1,642	921 0 0	.....	.....
44	102	Sets of "postage due" stamps at 10s. a set (See note).	22 0 0	51 0 0	58	29 0 0	.....	.....
355	2,496	Twenty-shilling	355 0 0	2,496 0 0	2,141	2,141 0 0	.....	.....
16	16	Sets of specimen and reprint postage stamps at 20s. a set (See note).	16 0 0	16 0 0	.....	.....	.....	.....
88,320	137,840	Newspaper wrappers, halfpenny	134 0 0	237 3 4	49,520	103 3 4	.....	.....
11,520	10,680	Newspaper wrappers, penny	48 0 0	44 10 0	.....	.....	840	3 10 0
779,380	905,520	Post-cards—one-penny	3,247 0 0	3,773 0 0	126,240	526 0 0	.....	.....
4,880	5,840	Post-cards—three-halfpence	30 10 0	36 10 0	960	6 0 0	.....	.....
2,880	3,360	Reply post-cards at twopence	24 0 0	28 0 0	480	4 0 0	.....	.....
280	560	Reply post-cards at threepence	3 10 0	7 0 0	280	3 10 0	.....	.....
58,200	53,680	Registered envelopes at threepence	727 10 0	671 0 0	.....	.....	4,520	56 10 0
115,250	114,210	Envelopes—one-penny	718 12 6	475 17 6	.....	.....	1,040	42 15 0
12,000	11,600	Envelopes—two-penny	108 0 0	96 13 4	.....	.....	400	11 6 8
.....	91,280	Letter Cards	.....	570 10 0	91,280	570 10 0	.....	.....
.....	8,180	Telegram Forms—six-penny	.....	204 10 0	8,180	204 10 0	.....	.....
.....	36,000	Do. one shilling	.....	1,845 0 0	36,000	1,845 0 0	.....	.....
			£479,469 11 4	£561,551 15 4	.....	£82,890 6 2	.....	£412 6 8

NOTE.—Total amount of increase, £82,476 19s. 6d.
Stamped telegram forms were first issued on 28th February, 1894.

NOTE.—Letter cards were first issued on 1st July, 1894.
" issue of O.S. stamps discontinued on 31st December, 1894.

The following return shows the number, description, and value of Postage Stamps purchased from the public for cash, less the usual discount, during the year 1894 :—

Number.	Description.	Value. £ s. d.
4,679	Halfpenny	9 14 11½
330,870	One-penny	1,378 12 6
263,878	Two-penny	2,198 19 8
895	Twopence-halfpenny	9 6 5½
170	Three-penny	2 2 6
461	Four-penny	7 13 8
41	Five-penny	0 17 1
1,203	Six-penny	30 1 6
109	Eight-penny	3 12 8
12	Ten-penny	0 10 0
949	One-shilling	47 9 0
4	Five-shilling	1 0 0
5	Ten-shilling	2 10 0
	Total ...	£3,692 10 0
	Less 5 per cent.... ...	184 12 6
		£3,507 17 6
1,642	spoiled but unused 1d. envelopes, value ...	£6 16 10
2,130	" " 2d. envelopes " ...	17 15 0
6,954	" " 1d. post-cards " ...	28 19 6
416	" " 2d. " " ...	3 9 4
24	" " 3d. " " ...	0 6 0
480	" " ½d. newspaper-wrappers, value	1 0 0
480	" " 1d. " " "	2 0 0
		£60 6 8
	Less 10 per cent. ...	6 0 8
		£54 6 0

Stamps,

Stamps, &c., repurchased in this way are not reissued, but are destroyed, together with those used as remittances by public officials, the value of which, during 1894, was £10,217 8s. 2d.

Inland Mail Conveyance.

In the year 1894 the average cost per mile of the Inland Mail Conveyance was about $4\frac{3}{4}$d., against $4\frac{3}{5}$d., the price per mile paid during the previous year.

MONEY ORDERS.

Money Order Offices were established during the year 1894 at the following places, viz., Bankstown, Ben Lomond Railway Station, Buckley's Crossing-place, Cullen Bullen, Daviesville, Dripstone, Exeter, Garangula, Henty, Ravensworth, Towamba, West Wyalong, Wollomombi, Woolbrook, Woolwich, Wyalong, and Yalwal.

The offices at Mogo, Muttama, Pinnacles, Tullimbar, and Wombat were abolished, and the names of those at Clarkson's Crossing and Lyttleton were changed to Nabiac and Bemboka, respectively.

The number of Money Order Offices in the Colony on 31st December, 1894, was 615.

The number of Money Orders issued was 431,417 (exclusive of 3,194 Certificates of Transfer used by Postmasters in connection with transmitting fees for Private Letter-boxes, &c., &c.), and the value, £1,315,637, against 530,546 of the value of £1,615,885, the difference showing a decrease of 99,129 in the number and £300,248 in the amount, as compared with 1893.

The number of Money Orders paid was 393,985, and the value, £1,257,922, against 523,747 of the value of £1,556,238 in 1893, being a decrease of 129,762 in the number and £298,316 in the amount.

The amount of Revenue received as Commission on Money Orders issued was £15,827 13s., being £3,210 16s. 6d. less than the amount collected in 1893.

A comparative return showing the various countries where the Money Orders issued in New South Wales were made payable, and also the Money Order issues of other countries payable in New South Wales, will be found in the Appendix. Appendix C.

In the information contained in Appendix A will be found a detailed statement of the business transacted and revenue collected at each office in the Colony. Appendix A.

An agreement was entered into for a direct exchange of Money Orders between this Colony and Canada, which came into effect from 1st July, 1894. The text of this agreement will be found in the Appendix. Appendix D.

Postal Notes.

During the year 1894, 391,990 Postal Notes were issued and paid in New South Wales, having a value (with Stamps affixed) of £147,095 15s. 7d; 24,122 Notes, value £9,704 14s. 1d., of other Colonies were also paid, making a grand total of 416,112, of the value of £156,800 9s. 8d., paid in New South Wales.

The number of Notes issued in this Colony and paid in other Colonies was 33,988, of the value of £12,310 1s. 9d. (including Postage Stamps to the value of £98 6s. 3d. affixed thereto.)

The amount of Revenue collected as Poundage was £3,877 13s. 4d.

The following table contains particulars of the Postal Notes paid in New South Wales during the year 1894:—

Issuing Colony.	Denominations of Notes.														Total number.	Total value without stamps.	Value of stamps affixed
	1/-	1/6	2/-	2/6	3/-	3/6	4/-	4/	5/-	7/6	10/-	10/6	15/-	20/-			
	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.		£ s. d.	£ s. d.
New South Wales ..	32,414	13,320	..	31,431	36,906	..	41,474	..	73,532	23,429	68,169	..	26,453	44,862	391,990	146,234 7 0	761 7 7
Queensland	575	319	534	509	701	360	533	204	837	254	894	161	200	863	7,230	2,504 5 0	12 4 0
South Australia ..	132	33	201	217	307	173	238	142	341	133	331	57	107	322	2,784	948 16 6	11 6 11
Tasmania	65	18	61	72	102	81	91	37	94	13	112	14	29	127	877	300 18 6	2 6 6
Victoria	629	313	652	773	1,038	545	867	408	1,678	600	1,986	219	616	2,064	13,175	5,839 18 0	29 0 8
Totals	33,714	14,077	1,448	33,002	39,052	1,113	43,103	641	76,542	24,329	71,492	441	27,435	49,238	416,112	156,977 0	82

GOVERNMENT SAVINGS BANK.

The following branches were opened during the year 1894, viz.:—Bankstown, Bellingen, Bowraville, Conargo, Coopernook, Cumnock, Daviesville, Goodooga, Henty, Ravensworth, Tighe's Hill, Toronto, Warne, West Wyalong, Woolgoolga, Woolwich, and Wyalong.

During the year 41,418 new accounts were opened and 32,693 accounts were closed. The number of accounts remaining open at the close of the year was 122,795.

The number of deposits received was 294,393, and the amount £2,160,610 9s. 0d., being a decrease of 1,684 in the number and £655,474 4s. 9d. in the amount on the business of the previous year. The interest added to depositors' accounts was £120,880 8s. 6d.

The number of withdrawals was 183,909, and the amount £1,880,854 11s. 9d., being an increase of 1,906 in the number and a decrease of £157,706 11s. 7d. in the amount on the business of the previous year.

The balance at the credit of depositors at the close of the year was £3,633,925 2s. 7d., being an increase of £400,636 5s. 9d. on the previous year.

The average amount of each deposit was £7 6s. 9¼d., and of each withdrawal £10 4s. 6½d.

The average balance at the credit of each depositor at the close of the year was £29 11s. 10¼d.

The following return will show the annual progress of the Government Savings Bank system from 1st January, 1885, to 31st December, 1894:—

Year.	Number of Deposits.	Interest added to Depositors' Accounts.	Amount of Deposits.	Number of Withdrawals.	Amount of Withdrawals.	Balance at Credit of Depositors.
		£ s. d.	£ s. d.		£ s. d.	£ s. d.
1885	170,750	49,193 6 8	1,152,583 0 8	75,600	1,020,813 12 1	1,471,804 1 11
1886	167,161	52,356 11 6	1,071,609 19 5	87,169	1,172,555 5 4	1,423,305 7 6
1887	172,823	50,717 4 10	1,026,269 15 7	84,110	998,838 13 8	1,501,453 14 3
1888	196,120	58,483 7 9	1,219,009 12 5	89,961	1,041,233 19 11	1,737,703 14 6
1889	208,174	61,871 13 0	1,115,863 4 1	104,522	1,185,547 16 3	1,729,890 15 4
1890	223,428	63,225 7 9	1,198,293 17 6	109,940	1,115,505 6 0	1,875,904 14 7
1891	265,659	72,280 10 4	1,509,376 16 3	125,298	1,304,099 0 3	2,153,463 0 11
1892	278,578	81,781 0 3	1,630,197 16 9	156,157	1,511,356 16 5	2,354,086 1 6
1893	296,077	99,566 0 3	2,816,084 13 9	182,003	2,038,561 3 4	3,233,288 16 10
1894	294,393	120,880 8 6	2,160,610 9 0	183,909	1,880,854 11 9	3,633,925 2 7

The following return will show the business of the Government Savings Bank for the year 1894, compared with the transactions of the year 1893:—

Year.	Number of Government Savings Banks in the Colony.	Number of Accounts opened.	Number of Accounts closed.	Number of Accounts remaining open on 31st Dec.	Total Deposits, including interest.		Total Withdrawals.		Balance at credit of Depositors on 31st Dec.
					Number.	Amount	Number.	Amount.	
						£ s. d.		£ s. d.	£ s. d.
1893	465	47,145	34,743	114,070	296,077	2,915,650 14 0	182,003	2,038,561 3 4	3,233,288 16 10
1894	482	41,418	32,693	122,795	294,393	2,281,490 17 6	183,909	1,880,854 11 9	3,633,925 2 7
Increase	17	.....	.....	8,725	.....	.....	1,906	.....	400,636 5 9
Decrease	.....	5,727	2,050	.....	1,684	634,159 16 6	.....	157,706 11 7	.....

In the information contained in Appendix A is given a detailed statement showing the business transacted at each Branch in the Colony. A statement of the Liabilities and Assets, with the Auditor-General's certificate thereon, will be found in the Appendix. Appendix A. Appendix E.

The rate of interest on Government Savings Bank deposits has been reduced from £4 to £3 per cent. per annum, except in the case of moneys remaining to the credit of depositors for the full period of twelve months from the 1st January in each year. This change took effect from the 1st October, 1894, in respect of all accounts opened on and after that date, and on all accounts opened prior to that date from the 1st January, 1895.

ELECTRIC

ELECTRIC TELEGRAPHS.

The following return shows the lines of Electric Telegraph constructed and the cost of construction, also the lines dismantled, during the year 1894 :—

Line.	Dismantled. Line.	Constructed. Line.	Constructed. Additional Wire.	Cost of Construction.
	m. chs.	m. chs.	m. chs.	£ s. d.
Gunnedah to Mullaley	.....	22 48	1 0	512 0 7
Hay-Oxley Line to Maude	.....	3 15	.....	113 17 3
Lochinvar Railway to Lochinvar	.....	1 70	.....	42 18 1
Barmedman to Wyalong	.....	19 35	.....	405 4 0
Orange to Molong	.....	.....	24 0	175 11 8
Darlington Point Railway to Whitton	.....	.....	10 0	113 13 3
Narrabri Railway to Narrabri West	.....	0 24	0 72	9 10 7
Teralba to Toronto	.....	2 46	2 10	64 8 4
Tocumwal to Finley	.....	14 15	.....	318 17 11
Corowa to Dayadale	.....	22 51	4 0	537 1 10
Walgett-Brewarrina Line to Boorooma	.....	1 68	.....	53 15 4
City and other extensions (Telegraph and Telephone)	.....	35 71	613 26	8,302 5 11
Orange to Molong (Bush line)	20 73	.....	.....	.....
Line dismantled	20 73			
Line erected		124 43		
Additional wire erected			655 28	
Additional line (wire) erected			124 43	
Total extent of wire erected during year			779 71	
Less wire dismantled			20 73	
Actual increase			758 78	
				£ 10,649 4 9

The only Telegraph line in course of construction, but not completed, during 1894 was that between West Wyalong and Ungarie, a distance of 26 miles.

The total cost of the whole extent of Telegraphic communication in the Colony on the 31st December, 1894—28,085 miles 2 chains—was £831,470 19s. 4d.

The number and value of telegrams which passed over the lines of the Colony, and the amount of revenue due to New South Wales on each class of business during the year 1894, are shown in the following return :—

Received.	Number of Messages.	Value.	Transmitted.	Number of Messages.	Value.	Net Revenue due to New South Wales.
		£ s. d.			£ s. d.	£ s. d.
Inland	1,699,598	106,822 1 10	Inland	1,699,598	106,822 1 10	106,822 1 10
From New Zealand	15,707	3,873 6 2	To New Zealand	15,392	3,311 3 0	1,374 9 4
From Queensland	78,166	11,510 19 0	To Queensland	72,250	8,609 10 5	10,044 4 3
From South Australia	41,604	4,805 2 1	To South Australia	39,749	5,116 11 1	4,861 14 10
From Tasmania	8,087	1,382 17 1	To Tasmania	8,835	1,403 8 7	690 6 6
From Victoria	159,772	12,927 9 4	To Victoria	172,023	14,387 13 3	13,634 4 2
From Western Australia	11,742	2,291 15 8	To Western Australia	9,646	1,830 12 3	1,374 2 9
From New Caledonia	1,087	665 8 5	To New Caledonia	993	592 17 2	147 17 6
From other Countries	13,000	39,007 3 0	To other Countries	16,602	50,679 6 0	3,134 16 7
Total	2,028,763	183,286 2 7	Total	2,035,108	192,753 3 7	142,023 17 9
			Messages which passed over N.S.W. lines from and to places outside the Colony (comprising New Zealand, New Caledonia, and Queensland business with places beyond N.S.W.)	99,801	.....	5,879 2 5
				2,134,909	.....	147,903 0 2

Telegraph Offices were opened at Catherine Hill Bay (in lieu of the telephone office previously existing there), Coogee, Medlow, West Wyalong, and Wyalong (township); also at the following railway stations, viz: Aberdeen, Adamstown, Allandale, Bathurst, Beecroft, Blackheath, Blayney, Boggabri, Bourke, Branxton, Brogan

Brogan Creek, Byrock, Cabramatta, Carcoar, Cowra, Dapto, Dubbo, East Maitland, Eastwood, Fassifern, Forbes, Glen Innes, Greta, Guildford, Gunnedah, Hamilton, Hexham, High-street (West Maitland), Honeysuckle Point, Katoomba, Kelso, Kingswood, Lawson, Lithgow, Lochinvar, Mandurama, Merrylands, Millthorpe, Minto, Molong, Morpeth, Mount Victoria, Mudgee, Murrurundi, Muswellbrook, Narrabri, Narramine, Nevertire, Newbridge, Newcastle, Nundah, Nyngan, Oatley's, Orange, Parkes, Picton, Quirindi, Razor Creek, Richmond, Riverstone, Rylstone, Scone, Springwood, Saint Mary's, Stuart Town, Tamworth, Tarro, Tenterfield, Thornton, Trangie, Uralla, Wallerawang, Waratah, Wellington, Werris Creek, West Maitland, Windsor, Woy Woy, Wyee, Wyong, Yambla, and Young. The office at Purnamoota was closed. The names of the public Telephone Offices opened and closed are given under the heading of Telephone Branch.

The number of offices in existence at the close of the year (including telephone offices) was 813.

The following return shows the amounts paid by each of the Colonies in connection with cable subsidies and guarantees during the year ended 30th April, 1895:—

Colony.	Population on 5 April, 1891	Contribution to— Duplicate Cable Subsidy between Port Darwin and Banjoewangie.	Tasmanian Cable Subsidy.	Cable Company's Guarantee in connection with reduced rates.	South Australian Guarantee.	New Zealand Guarantee.	Total Contribution.
		£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
Victoria	1,140,405	18,245 13 11	1,717 0 8	.....	376 5 8	2,447 13 7	17,786 13 10
New South Wales	1,132,234	13,150 15 10	1,704 14 8	.....	373 11 9	2,430 2 10	17,659 5 1
New Zealand	620,030	.....	.....	.....	204 11 8	4,989 15 8	5,194 7 4
South Australia	320,431	3,721 15 6	482 9 1	.....	105 14 7	687 15 0	4,997 14 2
Tasmania	146,667	1,703 10 6	220 16 6	.....	48 7 10	314 15 11	2,287 10 9
Western Australia	49,782	578 4 3	74 19 1	.....	16 8 6	106 17 0	776 8 10
Totals	3,409,549	32,400 0 0	4,200 0 0	.....	1,125 0 0	10,977 0 0	48,702 0 0

* The receipts of the Cable Company in respect of the Australasian traffic for the twelve months ended 30th April, 1895, being £976 in excess of the amount (£227,736) of the guarantee in connection with the reduced rates, the Colonies were not called upon to contribute anything towards this guarantee for that period.

The following Statement shows the Australasian Telegraph business transacted with Europe and the East during the year 1894:—

Colony.	Forwarded. Messages.	Forwarded. Amount.	Received. Messages.	Received. Amount.	Total. Messages.	Total. Amount.
		£ s. d.		£ s. d.		£ s. d.
South Australia	6,465	18,154 19 11	9,782	29,848 17 0	16,247	48,803 16 11
Victoria	14,015	53,520 12 9	13,759	49,427 14 7	27,774	102,948 7 4
Tasmania	458	1,004 10 10	418	1,025 6 5	876	2,029 17 3
New South Wales	15,146	50,566 16 3	13,000	39,007 3 0	28,146	89,573 19 3
New Zealand	5,991	21,724 15 8	5,354	17,250 18 1	11,345	38,975 13 9
Queensland	911	2,993 0 8	876	3,475 4 3	1,787	6,468 4 11
West Australia	2,402	7,111 3 10	1,806	5,596 8 4	4,208	12,707 12 2
Total	45,388	156,075 19 11	44,995	145,431 11 8	90,383	301,507 11 7

In the month of June Cudgen and Chinderah were added to the list of "Border" Telegraph offices, between which and all offices in Queensland messages are transmitted at the reduced rate of 1s. for the first 10 words and 1d. for each additional word.

A reduced rate of 6d. for 10 words and 1d. for each additional word was fixed for messages transmitted between West Wyalong and Wyalong from 1st September, and between West Wallsend and Minmi from 1st December.

On the 8th September a complete new code of Regulations for the transmission and delivery of telegrams within the Colony was published.

The

The following amended Regulation in regard to "Collect" telegrams was brought into operation on 1st November :—

Telegrams addressed to places within the Colony may, under special circumstances or in case of emergency, be taken from the sender, if the latter be known to the officer in charge, with the word "Collect" written thereon, and in such cases the value of the telegram will be collected from the receiver. But before the telegram is accepted, the sender will be required to sign an undertaking on a printed form provided for the purpose, that in the event of the Department being unable to collect the amount, he or she will be responsible for the payment thereof, and for the cost of the message advising the Department of the non-payment by the receiver.

Collect messages for the adjoining Australian Colonies can only be accepted in case of distress or great emergency, and, of course, subject to the above conditions.

The New Caledonian Telegraph authorities having reduced, from the 18th April, the rate for the transmission of Press messages over the lines of that Colony from 2d. to 1d. per word, a corresponding reduction was made in the charges for Press messages transmitted from this Colony to New Caledonia, from the same date.

The Société Française des Télégraphes Sousmarins, with which an agreement was entered into in April, 1892, for the construction and maintenance of Cable communication between Queensland and New Caledonia, has recently notified a change in the title of the corporation, which will in future be known as the "Compagnie Française des Cables Télégraphiques."

Telephone Branch.

During the year ended 31st December, 1894, there were added to the number of subscribers :—

To the Central Exchange	216
" Branch Suburban Exchanges	215
" Country Exchanges	24
Total	455

The following return shows the number of lines connected with the telephone system at the close of the year :—

Exchanges.	No. of Lines.
Central, Sydney	1,793
Branch, Suburban	502
Country	227
Telephone Bureaux	14
Extension Lines—City and Suburbs	462
" " Country	25
Private Lines—City and Suburbs...	156
" " Country	112
Total...	3,291
Total number of Telephones in use	3,382

The length of lines opened during the year was 601 miles and 18 chains, the cost of construction being £7,747 2s. 2d.

Exchanges are now open in the following Suburbs :—Ashfield, Balmain, Burwood, Edgecliff, Hunter's Hill, Manly, Newtown, North Sydney, Parramatta, Petersham, Randwick, and Waverley.

Telephone Bureaux for the use of the Public, on payment of a small fee, are now open at the Abattoirs, Ashfield, Balmain, Burwood, Edgecliff, Hunter's Hill, Manly, Newtown, North Sydney, Parramatta, Petersham, Randwick, and Waverley.

Public Telephone Offices were established during the year at Belmont (in lieu of the Telegraph office previously existing there), Boorooma, Carlton, Finley, Maude, Mullaley, Ramornie, Tatham, and Toronto. The offices at Byangum, Forest Road, Moorland, and Tomakin, were closed.

In terms of a resolution passed at the Postal and Telegraph Conference, held in Wellington, New Zealand, in March, 1894, the existing telephone regulations were in August amended, so as to provide for communication between private houses, offices, warehouses, mines, factories, or other places not connected with a public Telephone Exchange.

Electric

ELECTRIC LIGHT BRANCH.

The lighting at the Circular Quay, Cowper's Wharf, Parliament House, and the General Post Office has been carried out during the year satisfactorily.

The Government House Grounds were lighted on several occasions during the year from the Circular Quay plant.

A large number of additions and alterations to the Parliament House installation was made during the year, the whole of the Clerk's offices, Speaker's library, Legislative Council smoking-room, lounge, and messengers' rooms having been fitted with the electric light.

The Parliament House electric bells have worked throughout the session without a hitch, and several new bells have been fitted and extensions made.

During the month of March the new switchboard, referred to in the report for 1893, was fitted in position in the engine-room at the General Post Office. From this switchboard the whole of the main branch circuits and accumulators are operated, which enables the latter to be brought into service in the event of an accident to the steam plant, thus obviating any interruption in the lighting of the building. Two hundred plates have been fitted into the accumulator cells; but as the day load is increasing in a very large degree, and the batteries are becoming gradually weaker, it will soon be necessary to purchase a complete new battery.

The electric light has been extended to the following offices:—Letter-carriers' and delivery rooms of the Mail branch, Money Order branch, and the new telegraph despatch room.

The pneumatic tubes and the air-compresser have worked satisfactorily. In December the new despatch-room was connected with the operating-room by means of a pneumatic tube and a wooden shoot.

During the months of July and August the electric lighting at Jenolan Caves was extended to the "Lucas Cave," which is now lighted by sixty-five (65) incandescent lamps and six (6) 1,000-c.p. Western arc lamps.

In the Turbine House the "Leffel Turbine" (which has given every satisfaction since its erection in 1889) is still used for the extended lighting. In addition to the Crompton dynamo, formerly used, a 6-light Western arc light generator has been fitted in case of emergency. A neat polished slate switchboard (fitted with ammeters, volt-meter, cut-outs, lighting arresters, and electric bell indicators) has been erected, from which any circuit can be controlled.

Telephonic communication has also been made between the Turbine House and the "Lucas Cave," to enable the guide to communicate with the engineer when necessary.

The whole of the circuits in the Imperial Caves were put in first-class order, and a new branch switchboard was fitted at the junction of the right and left hand branches. New slate and porcelain switches were also fitted in the various circuits, in lieu of the previously existing wooden type.

I have the honor to be,
Sir,
Your Excellency's most obedient servant,
JOSEPH COOK,
Postmaster-General.

Postal and Electric Telegraph Department,
General Post Office, Sydney, 18th July, 1895.

APPENDIX A.

RETURN showing names of Post and Telegraph Offices, number of Letters posted, Telegrams transmitted, Postal Notes paid, Money Orders issued and paid, Savings Bank Deposits and Withdrawals, Revenue received from each Office, Salaries and Allowances paid, and arrangements regarding premises during the year 1894.

Name of Office.	Business transacted.							Revenue.				Expenditure.											Arrangements as regards Premises.
												Salaries.											
	No. of Letters posted.	No. of Telegrams transmitted.	No. of Postal Notes paid.	No. of Money Orders issued.	No. of Money Orders paid.	No. of Savings Bank deposits.	No. of Savings Bank withdrawals.	Postal.	Telegraphic.	Money Order and Postal Note.	Total.	Officers in charge.	Assistants.	Operators.	Letter Carriers.	Mail Boys.	Messengers.	Line Repairers.	Other Employés.	Allowances.	Rent of Office.	Total.	
								£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	
Abattoirs	3,430	1,245	...	...	...	...	...	37	38	...	75	140	...	...	...	...	52	...	...	29	.....	221	Govt. building.
Aberdeen	45,560	3,308	101	1,285	160	664	221	486	218	54	758	120	...	78	...	...	52	...	...	2	52	304	Rented.
Aberdeen Railway Station.[1]	.....	.....	...	...	...	...	...	.....	...	...	.....	...	...	...	...	...	...	...	...	.....	.....	.....	At Railway Station.
Acacia Creek	3,250	.....	...	...	...	...	...	38	...	...	38	15	...	...	...	...	...	...	...	.....	.....	15	
Adaminiby	22,400	975	32	574	57	69	44	210	65	25	300	180	20	...	...	...	...	...	...	3/10/-	.....	203/10/-	Govt. building.
Adamstown	36,390	434	120	261	249	269	154	132	20	14	166	110	25	...	78	...	52	...	...	39/10/-	39	343/10/-	Rented.
Adamstown Railway Station.[1]	.....	.....	...	...	...	...	...	.....	...	...	.....	...	...	...	...	...	...	...	...	.....	.....	.....	At Railway Station.
Adelong	68,000	2,247	182	1,101	307	388	147	570	127	45	742	254	52	...	...	...	52	...	...	4	.....	362	Govt. building.
Adelong Crossing Place.	840	143	...	...	...	...	...	.....	8	...	8	31	...	...	...	...	...	...	...	.....	.....	31	
Albion Park	39,690	1,140	107	426	104	238	68	274	57	22	353	140	20	...	...	...	39	...	...	2	37/10/-	238/10/-	Rented.
Albury	448,470	17,416	2,270	2,522	2,024	2,284	1,022	1,941	1,123	124	3,188	362	218	200	160	78	52	150	75	231/10/-	.....	3,385/10/-	Govt. building.
												326	190	160	135	...	52		Battery-man.				
												...	150	140	115	...	52						
												...	140	120	...	...	26						
												...	91	110	...	...	...						
												...	52	...	...	...	...						
Albury Railway Station.	.....	291	...	...	...	...	...	.....	15	...	15	...	...	...	...	...	...	...	...	.....	.....	.....	At Railway Station.
Alectown	16,790	420	36	216	59	44	35	70	25	8	103	110	...	...	...	...	52	...	...	3	32/10/-	197/10/-	Rented.
Alexandria	122,670	2,094	948	569	655	2,461	962	542	75	25	642	130	...	78	170	...	52	...	...	194/5/-	75	1,404/5/-	do.
															145		52						
															135								
															2 at 115								
															91								
															52								
Alison	1,550	.....	...	...	...	...	...	23	...	...	23	11	...	...	...	...	...	...	...	.....	.....	11	
Allandale[1]	980	24	03	39	75	...	...	34	1	2	37	18	...	...	...	...	...	...	...	.....	.....	18	At Railway Station.
Allynbrook	4,600	.....	5	56	1	...	...	34	...	2	36	17/10/-	...	...	...	...	...	...	...	.....	.....	17/10/-	
Alstonville	8,860	532	36	258	46	67	34	94	29	10	133	110	...	...	...	...	...	...	...	2	26	138	Rented.
Angledool	.....	251	...	...	...	...	...	.....	15	...	15	10	...	...	...	...	...	...	...	.....	.....	10	
Annandale	59,500	2,955	556	298	723	1,581	652	569	110	18	687	160	...	39	91	...	52	...	...	43	120	661	Rented.
															2 at 78								
Appin	6,840	240	65	201	70	...	...	76	13	8	97	59	...	...	...	...	...	...	...	.....	.....	59	
Arakoon	8,710	923	21	370	26	104	9	23	77	17	117	110	20	...	...	...	...	...	...	3	52	185	Rented.
Ardlethan	20,760	790	65	580	178	98	71	221	43	24	238	227	65	...	...	...	...	...	...	2	.....	294	Govt. building.
Ardglen	6,000	84	...	...	...	...	...	48	5	...	53	16	...	...	...	...	...	...	...	.....	.....	16	At Railway Station.
Arding	600	.....	...	...	...	...	...	14	...	...	14	10/10/-	...	...	...	...	...	...	...	.....	.....	10/10/-	
Argent's Hill	1,380	.....	...	...	...	...	...	24	...	...	24	10/10/-	...	...	...	...	...	...	...	.....	.....	10/10/-	
Argoon	2,130	.....	...	...	...	...	...	39	...	...	39	15	...	...	...	...	...	...	...	.....	.....	15	
Arkstone	2,050	.....	...	...	...	...	...	7	...	...	7	10/10/-	...	...	...	...	...	...	...	.....	.....	10/10/-	
Armidale	641,220	14,739	2,119	3,167	2,146	1,984	848	2,729	1,093	143	3,965	336	160	236	115	...	52	150	...	169/13/9	.....	1,943/9/9	Govt. building.
													78	150	78		39						
														140			20/16/-						
														120									
														100									

Arncliffe Rail. Sta.	.....	1,122	...	...	...	...	...	.....	60	...	60	...	...	...	...	...	...	...	...	.....	.....	.....		At Railway Station.
Arncliffe	41,270	1,302	173	218	192	412	190	190	44	10	244	120	..	..	91	65	52	...	...	103	13	444		Rented.
Arthurville	780	.....	...	...	...	...	...	10	...	...	10	10/10/-	...	...	...	...	...	...	...	.....	.....	10/10/-		
Ashfield	274,130	6,100	1,331	825	1,112	2,173	988	1,435	229	44	1,708	290	...	140 130	2 at 120 115 105	92	3 at 52	...	65 52 52 Switchboard attendants.	192/10/-	.....	1,629/10/-		Govt. building.
Ashford	4,540	.....	...	...	...	...	...	18	...	...	18	18/10/-	...	...	...	...	...	...	...	.....	.....	18/10/-		
Ash Island	3,130	.....	...	...	...	...	...	71	...	...	71	12	...	...	...	...	...	...	...	.....	.....	12		
Attunga	6,030	.....	...	...	...	...	...	24	...	...	24	24/10/-	...	...	...	...	...	...	...	.....	.....	24/10/-		
Attunga Springs	630	.....	...	...	...	...	...	10	...	...	10	10	...	...	...	...	...	...	...	.....	.....	10		
Auburn	54,330	2,957	508	536	454	729	406	402	105	18	525	110	39	...	105 65	...	52	...	...	101/10/-	.....	472/10/-		Govt. building.
Audley	1,020	.....	...	...	...	...	...	12	...	...	12	13	...	...	...	...	...	...	...	.....	.....	13		
Austinmer	3,000	.....	...	...	...	...	...	29	...	...	29	17	...	...	...	...	...	...	...	.....	.....	17		
Australia	640	.....	...	...	...	...	...	5	...	...	5	10	...	...	...	...	...	...	...	6	.....	16		
"*Australia Hotel*"	.....	7,142	...	...	...	...	...	.....	415	...	415	100	...	...	...	...	...	...	...	.....	.....	100		
Avisford	2,490	.....	...	...	...	...	...	14	...	...	14	14	...	...	...	...	...	...	...	.....	.....	14		At Railway Station.
Avoca	3,030	.....	...	...	...	...	...	82	...	...	82	16/10/-	...	...	...	...	...	...	...	.....	.....	16/10/-		
Awaba	3,320	.....	...	...	...	...	...	43	...	...	43	11	...	...	...	...	...	...	...	.....	.....	11		At Railway Station.
Baan Baa	5,430	245	...	...	...	...	...	83	15	...	98	19	...	...	...	...	...	...	...	.....	.....	19		do
Bacrami	6,630	.....	...	...	...	...	...	77	...	...	77	22	...	...	...	...	...	...	...	.....	.....	22		
Baker's Swamp	510	.....	...	...	...	...	...	18	...	...	18	10/10/-	...	...	...	...	...	...	...	.....	.....	10/10/-		
Balala	1,590	.....	...	...	...	...	...	18	...	...	18	16	...	...	...	...	...	...	...	.....	.....	16		
Baldersodgery	2,050	.....	...	...	...	...	...	25	...	...	25	10/10/-	...	...	...	...	...	...	...	.....	.....	10/10/-		
Bald Nob	3,600	.....	...	...	...	...	...	15	...	...	15	15/10/-	...	...	...	...	...	...	...	.....	.....	15/10/-		
Balgowlah	3,390	.....	...	...	...	...	...	10	...	...	10	10/10/-	...	...	...	...	...	...	...	.....	.....	10/10/-		
Balgownie	6,370	99	40	91	35	90	33	13	5	3	21	42/10/-	...	...	...	...	...	...	...	.....	.....	42/10/-		
Ballalaba	5,200	.....	...	...	...	...	...	22	...	..	22	21/10/-	...	...	...	...	...	...	...	.....	.....	21/10/-		
Ballina	94,140	8,210	450	2,034	361	552	200	539	607	71	1,217	254	30	100 78	78	...	52	...	...	80	.....	672		Govt. building.
Balmain	364,710	5,715	1,638	1,421	3,003	4,611	1,921	1,447	234	70	1,751	236	160 78	150 100	155 2 at 145 2 at 140 130 125 120 110	78 65 52 39	4 at 52	...	39 39 39 Switchboard attendants.	338/10/-	.....	2,831/10/-		do
Balmoral	6,030	113	...	...	...	...	...	50	6	...	56	12	10	...	...	...	..	...	...	.....	.....	22		At Railway Station.
Balranald	73,020	4,337	177	834	186	320	89	1,652	304	44	1,400	200	100	100 52	...	...	...	...	...	54/12/6	.....	556/12/6		Govt. building.
Baudon Grove	2,970	.....	...	...	...	...	...	33	...	...	33	22/10/-	...	...	...	...	...	...	...	.....	.....	22/10/-		
Bangalow	4,540	.....	...	...	...	...	...	47	...	...	47	13	...	...	...	...	...	...	...	.....	.....	13		
Bankstown	6,480	240	22	43	14	15	12	94	9	2	105	50	...	...	...	...	...	...	...	.....	.....	50		
Bannaby	1,220	.....	...	...	...	...	...	23	...	...	23	14	...	...	...	...	...	...	...	.....	.....	14		
Barcoline	6,990	828	6	233	25	...	...	146	51	9	206	120	15	...	...	...	...	...	...	3	52	190		Rented.
Barber's Creek	2,970	.....	...	...	...	...	...	57	...	...	57	17/10/-	...	...	...	...	...	...	...	.....	.....	17/10/-		
Bargo	1,690	.....	...	...	...	...	...	21	...	...	21	10/10/-	...	...	...	...	...	...	...	.....	.....	10/10/-		
Barnedman	38,880	6,333	134	966	274	86	111	346	390	36	772	120	...	78	...	...	52	...	...	4	52	306		Rented.
Barraba	63,180	2,805	48	852	108	119	44	477	191	32	700	227	...	100	...	...	...	...	...	4	.....	331		Govt. building.
Barragan	1,840	.....	...	...	...	...	..	11	...	...	11	10/10/-	...	...	...	...	...	...	...	.....	.....	10/10/-		
Barranjoey	1,380	215	...	...	..	...	...	18	13	...	31	54	...	...	...	...	...	...	...	1	.....	55		At Pilot Station.
Barrengarry	15,470	.....	...	...	...	...	...	131	...	...	131	19/10/-	...	...	...	...	...	...	...	.....	.....	19/10/-		
Barrington	6,800	.....	...	...	...	...	...	82	...	...	82	20/10/-	...	...	...	...	...	...	...	.....	.....	20/10/-		
Barrington	16,480	2,419	55	379	49	59	38	137	161	18	316	130	65	...	...	...	...	...	...	72/10/6	78	345/10/6		Rented.
Barry	2,692	.....	...	...	...	...	...	24	...	...	24	11	...	...	...	...	...	...	...	.....	.....	11		
Barwang	1,860	.....	...	...	...	...	...	32	...	...	32	11	...	...	...	...	...	...	...	.....	.....	11		
Bateman's Bay	7,150	1,571	40	390	180	65	41	112	88	14	214	140	15	...	...	..	...	...	...	8	15	178		Rented.
Bathurst	694,390	16,051	5,195	4,411	6,932	2,603	1,456	3,954	1,263	214	5,431	380 335	2 at 180 130 100 2 at 78	2 at 218 180 160 110 2 at 100	115 105 100 65	39 26	2 at 52 26	150	...	247	.....	3,524		Govt. building.

NOTE.—Offices printed in Italics are Telegraph Offices only. For references see page 69.

Name of Office.	Business transacted.							Revenue.				Expenditure.											Arrangements as regards Premises.
												Salaries.											
	No. of Letters posted.	No. of Telegrams transmitted.	No. of Postal Notes paid.	No. of Money Orders issued.	No. of Money Orders paid.	No. of Savings Bank deposits.	No. of Savings Bank withdrawals.	Postal.	Telegraphic.	Money Order and Postal Note.	Total.	Officers in Charge.	Assistants.	Operators.	Letter Carriers.	Mail Boys.	Messengers.	Line Repairers.	Other Employés.	Allowances.	Rent of Office.	Total.	
								£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	
Bathurst Railway Station.[1]	... ..	265	...	...	...	...	...	.....	15	...	15	...	...	...	...	...	...	...	...	.....	.....	.....	At Railway Station.
Batlow	9,020	358	14	210	33	31	3	121	21	7	149	51	...	...	...	...	...	...	...	.....	.....	51	
Baulkham Hills	4,540	... ..	...	...	...	...	...	53	...	...	53	36/10/-	...	...	...	...	...	...	...	.....	.....	36/10/-	
Bayview	6,070	134	...	...	...	...	...	74	7	...	81	32/10/-	...	...	...	...	...	...	...	15	.....	47/10/-	
Beachport	1,470	211	9	104	8	14	7	8	12	3	23	65/10/-	...	...	...	...	...	...	...	1	.....	66/10/-	At Pilot Station.
Bear Hill	1,270	.....	...	...	...	...	...	20	...	..	20	21	...	...	...	...	...	...	...	.....	.....	21	
Beaufort	2,220	.....	...	...	...	...	...	16	...	...	16	10/10/-	...	...	...	...	...	...	...	.....	.....	10/10/-	
Bective	780	.....	...	...	...	...	...	13	...	...	13	10/10/-	...	...	...	...	...	...	...	.....	.....	10/10/-	
Bedgerebong	1,470	.....	...	...	...	...	...	23	...	...	23	13	...	...	...	...	...	...	...	.....	.....	13	
Beechwood	4,180	228	...	...	...	...	...	8	13	...	21	27	...	...	...	...	...	...	...	.....	.....	27	
Beercraft	.....	.....	...	...	...	...	...	.....	...	..	.....	...	...	...	...	...	...	...	...	.....	.....	.....	At Railway Station.
Bega	145,420	8,460	995	2,211	657	791	285	953	631	92	1,676	236	...	200 140	100	...	52 26	150	Cadet Bill	78	.....	982	Govt. building.
Belarbigill	850	.....	...	...	...	...	...	10	...	...	10	10	...	...	...	...	...	...	...	.....	.....	10	
Belford	2,650	.....	...	...	...	...	...	46	...	...	46	15	...	...	...	...	...	...	...	.....	.....	15	
Belgravia	650	.....	...	...	...	...	...	10	...	...	10	10/10/-	...	...	...	...	...	...	...	.....	.....	10/10/-	
Bell	3,920	134	...	...	...	...	...	42	7	...	49	21	...	...	...	...	...	...	...	.....	.....	21	At Railway Station.
Bellambi	31,410	.....	26	229	40	...	...	109	...	10	119	17	...	...	...	...	...	...	...	.....	.....	17	do
Bellbrook	4,130	487	...	...	...	...	...	54	33	...	87	190	10	...	...	...	...	...	...	40/10/-	35	275/10/-	Rented.
Bellingen[4]	27,010	2,007	198	336	223	40	24	130	166	15	311	94/10/-	...	...	...	...	...	...	...	.....	26	120/10/-	do
Bellinger Heads	20,930	554	...	...	...	...	...	14	34	...	48	19	...	26	...	...	...	...	...	.....	.....	45	At Pilot Station.
Bell's Creek	5,350	.....	...	...	...	...	...	16	...	...	16	16/10/-	...	...	...	...	...	...	...	.....	.....	16/10/-	
Belltrees	.....	721	...	...	...	...	...	.....	44	...	44	..	...	...	...	...	...	...	...	.....	.....	.....	
Belmont[3]	15,100	337	76	110	195	29	21	67	20	4	91	87/14/-	...	...	...	...	20	...	...	23/16/-	.....	137/10/-	
Bemboka	46,360	1,023	50	245	60	56	19	156	61	12	229	110	91	...	...	...	52	..	...	5	30	288	Rented.
Ben Bullen	10,390	.....	...	...	...	...	...	54	...	...	54	20	...	...	...	...	...	...	...	.....	.....	20	At Railway Station.
Bendemeer	11,850	336	29	253	19	...	...	120	21	11	158	87/18/-	...	...	...	...	...	...	...	28	.....	115/18/-	
Bendolba	3,500	.....	...	...	...	...	...	5	...	...	5	29/10/-	...	...	...	...	...	...	...	.....	.....	29/10/-	
Ben Lomond Railway Station.[5]	7,270	88	...	...	...	...	...	50	5	...	55	23	...	...	...	...	...	...	...	.....	.....	23	At Railway Station.
Bergalia	3,250	.....	...	...	...	...	...	39	...	...	39	14/10/-	...	...	...	...	...	...	...	.....	.....	14/10/-	
Bermagui	8,420	438	32	221	48	...	...	92	25	8	125	50/10/-	...	...	...	...	...	...	...	8	.....	58/10/-	
Bermagui South	.....	591	...	...	...	...	...	.....	32	...	32	26	...	...	...	...	...	...	...	.....	.....	26	
Berrellan[1]	.....	.....	...	...	...	...	...	.....	...	...	.....	10	...	...	...	...	...	...	...	.....	.....	10	
Berridale	16,130	853	20	314	35	46	20	164	48	11	223	110	...	...	...	...	...	...	...	2/10/-	36	148/10/-	Rented.
Berrigan	19,910	2,401	87	461	83	...	...	285	153	21	459	130	...	...	...	...	26	...	...	2/9/-	30	188/9/-	do
Berrima	26 940	691	53	379	111	115	51	149	50	15	214	160	15	...	...	...	...	...	...	4	... ..	179	Govt. building.
Berry	113,600	2,416	195	876	173	369	144	596	136	37	769	236	110	...	78	...	...	...	...	18	.....	442	do
Bethungra	11,420	407	41	344	51	93	31	170	24	15	209	42	...	...	...	...	...	...	...	.....	.....	42	
Bevendale	1,120	.....	...	...	...	...	...	10	...	...	10	10/10/-	...	...	...	...	...	...	...	.....	.....	10/10/-	At Railway Station.
Bexhill	3,330	123	...	...	...	...	...	10	7	...	17	48/10/-	...	...	...	...	...	...	...	10	.....	58/10/-	
Bexley	7,370	... ..	...	...	...	...	...	26	...	...	26	10/10/-	...	...	...	...	...	...	...	.....	.....	10/10/-	
Bibbenluke	11,940	347	...	...	...	...	...	46	19	...	65	49/10/-	...	...	...	...	...	...	...	.....	5	54/10/-	Rented.
Bigga	7,300	.....	...	...	...	...	...	48	...	...	48	26/10/-	...	...	...	...	...	...	...	.....	.....	26/10/-	
Big Hill	2,850	.....	...	...	...	...	...	33	...	...	33	20	...	...	...	...	...	...	...	.....	.....	20	
Billeroy	2,400	.....	...	...	...	...	...	19	...	...	19	10/10/-	...	...	...	...	...	...	...	.....	.....	10/10/-	
Bimbi	2,900	.....	...	...	...	...	...	40	...	...	40	11	...	...	...	...	...	...	...	.....	.....	11	
Binalong	20,080	747	50	587	60	49	27	222	44	20	286	64	12	...	...	...	...	...	...	.....	.....	76	At Railway Station.
Binda	11,140	283	19	339	52	...	...	109	16	11	136	65	...	...	...	...	...	...	...	.....	.....	65	
Bingara	103,200	4,090	151	999	218	282	126	511	288	44	843	180	78 26	...	65	...	52	...	...	43/10/-	.....	444/10/-	Govt. building.
Binnaway	5,660	.....	...	...	...	...	...	40	...	...	40	22/10/-	...	...	...	...	...	...	...	.....	.....	22/10/-	
Bishop's Bridge	1,650	.....	...	...	...	...	...	14	...	..	14	14	...	...	...	...	...	...	...	.....	.....	14	

Blackheath	49,020	2,286	231	413	214	182	78	500	121	29	650	160	5	...	91	...	...	...	...	70/10/-	.....	326/10/-	At Railway Station.
Blackheath Railway Station.[1]	.....	.....	...	...	...	...	...	.....	...	...	.....	...	...	...	...	...	...	...	...	.....	.....	.....	
Blackman's Point	740	.....	...	...	...	...	...	10	...	...	10	10/10/-	...	...	...	...	...	...	...	.....	.....	10/10/-	
Black Mountain	5,250	114	49	84	27	...	...	89	6	6	101	23	...	...	...	...	...	...	...	.....	.....	28	At Railway Station.
Black Range	900	.....	...	...	...	...	...	10	...	...	10	10/10/-	...	...	...	...	...	...	...	.....	.....	10/10/-	
Black Springs	2,950	.....	4	95	8	...	...	24	...	3	27	17/10/-	...	...	...	...	...	...	...	.....	.....	17/10/-	
Blacktown	11,000	415	46	104	107	...	...	95	24	4	123	55	...	...	...	...	...	...	...	.....	.....	55	At Railway Station.
Blackville	5,780	449	15	201	23	31	14	60	28	8	96	100	...	...	...	...	...	...	...	1/10/-	.....	101/10/-	Free, by Guarantors.
Blackwall	7,840	383	50	205	60	8	3	47	21	7	75	65	...	...	...	...	...	...	...	.....	.....	65	
Blakehurst	1,300	.....	...	...	...	...	...	22	...	...	22	10/10/-	...	...	...	...	...	...	...	.....	.....	10/10/-	
Blandford	11,710	237	...	...	...	...	...	99	17	...	116	29	65	...	...	...	...	...	...	.....	.....	94	At Railway Station.
Blayney	81,120	3,189	537	1,131	656	313	155	790	201	49	970	254	120	150	105	...	52	...	...	49/10/-	.....	730/10/-	Govt. building.
Blayney Railway Station.[1]	.....	.....	...	...	...	...	...	.....	...	...	.....	...	...	...	...	...	...	...	...	.....	.....	.....	At Railway Station.
Blowering	2,220	.....	...	...	...	...	...	11	...	...	11	11/10/-	...	...	...	...	...	...	...	.....	.....	11/10/-	
Bluey	740	.....	...	...	...	...	...	10	...	...	10	11	...	...	...	...	...	...	...	.....	.....	11	
Bodalla	22,050	1,808	47	362	50	106	46	201	111	15	327	140	26	...	...	...	...	...	...	84	36	286	Rented.
Boggabilla	11,480	1,024	11	216	10	62	18	143	69	9	221	150	15	...	...	...	...	...	...	23	52	240	do
Boggabri	44,760	2,284	121	586	166	222	57	402	154	27	583	218	...	130	...	...	52	...	...	3	.....	403	Govt. building.
Boggabri Railway Station.[1]	.....	.....	...	...	...	...	...	.....	...	...	.....	...	...	...	...	...	...	...	...	.....	.....	.....	At Railway Station.
Boggy Flat	1,900	.....	...	...	...	...	...	35	...	...	35	12/10/-	...	...	...	...	...	...	...	.....	.....	12/10/-	
Bolivia	5,920	77	14	163	17	10	2	72	4	5	81	34	...	...	...	...	...	...	...	.....	.....	34	At Railway Station.
Boloko	3,220	.....	...	...	...	...	...	13	...	...	13	12	...	...	...	...	...	...	...	.....	.....	12	
Bolong[3]	2,060	.....	...	...	...	...	...	17	...	...	17	10/10/-	...	...	...	...	...	...	...	.....	.....	10/10/-	
Bomaderry	3,270	.....	...	...	...	...	...	.....	...	...	.....	13	...	...	...	...	...	...	...	.....	.....	13	
Bombala	113,892	4,929	458	1,265	448	307	94	773	389	51	1,213	254	100	140	65	...	...	...	...	20	.....	579	Govt. building.
Bombo	14,730	.....	...	...	...	...	...	15	...	...	15	11	...	...	...	...	...	...	...	10	.....	21	
Bomen	1,640	54	16	20	25	9	2	13	3	1	17	18	...	...	...	...	...	...	...	.....	.....	18	At Railway Station.
Bondi	50,380	2,207	280	290	238	775	310	250	80	12	342	67	...	100	78 52	...	52	...	...	77	32/10/-	458/10/-	Rented.
Bongongolong	1,840	.....	...	...	...	...	...	10	...	...	10	10/10/-	...	...	...	...	...	...	...	.....	.....	10/10/-	
Bonnyrigg	1,280	.....	...	...	...	...	...	15	...	...	15	10/10/-	...	...	...	...	...	...	...	.....	.....	10/10/-	
Bonshaw	4,390	.....	...	...	...	...	...	59	...	...	59	26	...	...	...	...	...	...	...	.....	.....	26	
Bookham	11,890	.....	14	142	24	...	...	88	...	6	94	31/10/-	...	...	...	...	...	...	...	.....	.....	31/10/-	
Boolambayte	810	.....	...	...	...	...	...	12	...	...	12	15/10/-	...	...	...	...	...	...	...	.....	.....	15/10/-	
Booligal	38,440	1,856	13	346	63	32	10	320	130	13	523	236	...	140	...	...	...	...	...	26	.....	402	Govt. building.
Boomey	2,140	.....	...	...	...	...	...	10	...	...	10	11/10/-	...	...	...	...	...	...	...	.....	.....	11/10/-	
Booral	10,250	226	...	...	...	...	...	23	13	...	36	56	...	...	...	...	...	...	...	.....	.....	56	
Boorooma[3]	.....	40	...	...	...	...	...	.....	3	...	3	...	...	...	...	...	...	...	...	.....	.....	.....	
Booroorban	26,920	.....	...	...	...	...	...	30	...	...	30	30/10/-	...	...	...	...	...	...	...	.....	.....	30/10/-	
Boraborre	6,280	151	24	116	70	34	7	81	8	4	93	36	...	...	...	...	...	...	...	.....	.....	36	At Railway Station.
Boro	7,610	.....	...	...	...	...	...	30	...	...	30	30/10/-	...	...	...	...	...	...	...	.....	.....	30/10/-	
Botany	18,150	1,152	...	...	...	...	...	50	39	...	89	67/10/-	...	...	120	...	...	...	...	36/10/-	31/4/-	255/4/-	Rented.
Bourbah	1,410	.....	...	...	...	...	...	14	...	...	14	14/10/-	...	...	...	...	...	...	...	.....	.....	14/10/-	
Bourke	468,690	27,230	981	2,936	1,492	1,907	847	2,714	2,164	159	5,037	371	150 110 100	140 120 9 at 100	78	...	52 39 26	150 75	...	199/17/6	.....	1,910/17/6	Govt. building.
Bourke Railway Station.[1]	.....	.....	...	...	...	...	...	.....	...	...	.....	...	...	...	...	...	...	...	...	.....	.....	.....	At Railway Station.
Bowan Park	2,250	.....	...	...	...	...	...	11	...	...	11	11/10/-	...	...	...	...	...	...	...	.....	.....	11/10/-	
Bowenfells	21,440	145	87	133	89	65	20	109	9	7	125	56	...	...	...	...	...	...	...	.....	.....	56	At Railway Station.
Bowling Alley Point	5,300	.....	...	...	...	...	...	149	...	...	149	22	...	...	...	...	...	...	...	.....	.....	22	
Bowna	20,540	350	18	130	35	3	15	51	20	4	75	140	...	...	...	...	...	...	...	23	.....	163	
Bowning	36,010	347	38	452	87	60	21	119	19	17	155	60	20	...	...	...	...	...	...	.....	.....	80	At Railway Station.
Bowral	150,100	4,995	876	1,426	755	873	476	1,270	296	83	1,649	218	65	91	120	...	2 at 52	...	...	109/10/-	.....	707/10/-	Govt. building.
Bowraville[3]	13,430	1,182	38	447	65	10	5	81	76	15	172	100	...	...	91	...	52	...	...	2/10/-	31/4/-	276/14/-	Rented.
Box Ridge	1,420	.....	...	...	...	...	...	11	...	...	11	11/10/-	...	...	...	...	...	...	...	.....	.....	11/10/-	
Braidwood	127,170	4,373	394	1,703	746	371	217	931	305	70	1,309	299	100 78	150	...	...	52	...	Cadet nil.	66/10/-	.....	745/10/-	Govt. building.
Branxton	43,770	1,062	160	679	224	230	97	283	62	25	370	180	...	78	...	...	...	...	...	4	65	327	Rented.

NOTE.—For references see page 69

653

Name of Office.	Business transacted.							Revenue.				Expenditure.											Arrangements as regards Premises.
												Salaries.											
	No. of Letters posted.	No. of Telegrams transmitted.	No. of Postal Notes paid.	No. of Money Orders issued.	No. of Money Orders Paid.	No. of Savings Bank deposits.	No. of Savings Bank withdrawals.	Postal.	Telegraphic.	Money Order and Postal Note.	Total.	Officers in Charge.	Assistants.	Operators.	Letter Carriers.	Mail Boys.	Messengers.	Line Repairers.	Other Employés.	Allowances.	Rent of Office.	Total.	
								£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	
Branxton Ry. Sta.[1]	.....	.....	...	...	...	...	...	.....	...	...	.....	...	...	...	...	...	...	...	...	.....	.....	.....	At Railway Station.
Brawlin	4,790	.....	...	...	...	...	...	40	...	...	40	10/10/-	...	...	...	...	...	...	...	10	.....	20/10/-	
Breadalbane	16,860	256	37	199	87	42	16	79	16	6	101	45	20	...	...	...	...	...	...	.....	.....	65	At Railway Station.
Breeza	17,470	818	21	467	23	55	14	128	46	15	189	54	...	...	...	...	...	...	...	.....	.....	54	do
Brewarrina	110,100	8,453	87	1,214	302	258	79	973	607	45	1,625	263	...	130	...	...	39	...	...	42/10/-	.....	600/10/-	Govt. building.
													...	100	...	...	26						
Brewongle	8,990	173	21	71	50	...	...	51	9	4	64	53	...	...	...	...	...	...	...	.....	.....	53	At Railway Station.
Bridgeman	1,570	.....	...	...	...	...	...	14	...	...	14	14/10/-	...	...	...	...	...	...	...	.....	.....	14/10/-	
Brindabella	1,520	.....	...	...	...	...	...	14	...	...	14	10/10/-	...	...	...	...	...	...	...	.....	.....	10/10/-	
Bringagee	5,670	990	...	...	...	...	...	.....	62	...	62	10	...	...	...	...	...	...	...	.....	.....	10	At Railway Station.
Bringelly	8,480	.....	36	188	61	...	...	56	...	8	64	25	...	...	...	...	...	...	...	.....	.....	25	
Broadwater	40,050	3,259	109	988	100	613	206	288	192	47	527	160	...	78	...	...	...	...	...	3/10/-	39	332/10/-	Rented.
														52									
Brooklehurst	1,550	.....	...	...	...	...	...	16	...	...	16	10/10/-	...	...	...	...	...	...	...	.....	.....	10/10/-	
Brocklesby	4,790	306	...	...	...	...	...	.....	17	...	17	60	...	...	...	...	...	...	...	.....	.....	60	At Railway Station.
Brodie's Plains	1,270	.....	...	...	...	...	...	14	...	...	14	10/10/-	...	...	...	...	...	...	...	.....	.....	10/10/-	
Brogan Creek[1]	.....	.....	...	...	...	...	...	.....	...	...	.....	...	...	...	...	...	...	...	...	.....	.....	.....	At Railway Station.
Brogo	4,190	.....	...	...	...	...	...	24	...	...	24	22/10/-	...	...	...	...	...	...	...	.....	.....	22/10/-	
Broke	5,600	292	40	169	28	...	...	55	17	6	78	130	...	...	...	...	...	...	...	2	25	157	Rented.
Brokou Hill	415,050	32,292	1,599	10,157	2,971	10,589	3,020	2,029	2,949	548	5,526	308	236	200	125	...	2 at 52	150	200	1,156/5/-	.....	5,613/5/-	Govt. building.
												299	3 at 140	2 at 100	110	...	39	...	Telephone fitter.				
													2 at 130	180	91	...	2 at 26	...	65				
													2 at 91	150	78	...	...	...	65				
													65	2 at 140	...	...	...	...	Switchboard attendants.				
														130	...	...	...	...					
														110									
														100									
														78									
Broken Hill Railway Station.	25,910	1,742	45	1,334	42	907	266	117	134	51	302	130	...	...	91	...	52	...	...	82	52	407	Rented.
Brookfield	2,250	.....	...	...	...	...	...	15	...	...	15	15/10/-	...	...	...	...	...	...	...	.....	.....	15/10/-	
Brooklyn (*See Hawkesbury.*)	6,400	.....	261	385	610	39	21	75	...	11	86	27	...	...	...	...	...	...	...	14	.....	41	At Railway Station.
Brooman	2,530	.....	...	...	...	...	...	15	...	...	15	10/10/-	...	...	...	...	...	...	...	.....	.....	10/10/-	
Broughton Vale	900	.....	...	...	...	...	...	20	...	...	20	10/10/-	...	...	...	...	...	...	...	.....	.....	10/10/-	
Broughton Village	1,160	.....	...	...	...	...	...	10	...	...	10	10/10/-	...	...	...	...	...	...	...	.....	.....	10/10/-	
Brownlow Hill	840	.....	...	...	...	...	...	42	...	...	42	16	...	...	...	...	...	...	...	.....	.....	16	
Brown's Creek	4,590	.....	...	...	...	...	...	14	...	...	14	12/10/-	...	...	...	...	...	...	...	.....	.....	12/10/-	
Brownsville	6,020	.....	...	...	...	...	...	40	...	...	40	24	...	...	...	...	...	...	...	.....	.....	24	
Brundah Creek	560	.....	...	...	...	...	...	10	...	...	10	11	...	...	...	...	...	...	...	.....	.....	11	
Brungle	2,420	.....	...	...	...	...	...	17	...	...	17	13/10/-	...	...	...	...	...	...	...	.....	.....	13/10/-	
Brunswick	17,900	2,201	36	566	102	182	48	90	136	25	251	140	...	...	...	...	...	...	...	4	36/8/	180/8/-	Rented.
Brushgrove	10,290	1,081	42	340	65	41	25	146	59	14	219	150	...	...	...	...	52	...	...	16/10/-	31/4/-	249/14/-	do.
Brushy Hill	690	.....	...	...	...	...	...	20	...	...	20	10/10/-	...	...	...	...	...	...	...	.....	.....	10/10/-	
Bryan's Gap	530	.....	...	...	...	...	...	8	...	...	8	10/10/-	...	...	...	...	...	...	...	.....	.....	10/10/-	
Buchanan	2,230	.....	...	...	...	...	...	38	...	...	38	14	...	...	...	...	...	...	...	.....	.....	14	
Buckendoon	1,290	.....	...	...	...	...	...	10	...	...	10	10/10/-	...	...	...	...	...	...	...	.....	.....	10/10/-	
Buckley's Crossing Place.[11]	10,280	646	18	181	12	...	...	146	40	6	192	86	...	...	...	...	...	...	...	.....	.....	86	
Budgee Budgee	2,150	.....	...	...	...	...	...	23	...	...	23	17/10/-	...	...	...	...	...	...	...	.....	.....	17/10/-	
Bugilbone	2,900	725	...	...	...	...	...	3	48	...	51	40/10/-	...	...	...	...	...	...	...	.....	.....	40/10/-	
Bukkulla	1,830	.....	...	...	...	...	...	15	...	...	15	15/10/-	...	...	...	...	...	...	...	.....	.....	15/10/-	
Bulahdelah	11,030	1,060	86	408	110	49	25	91	72	14	177	160	...	...	...	...	...	...	26 cadet	3	40	229	Rented.
Bulga	4,690	347	...	...	...	...	...	39	20	...	59	36/10/-	...	...	...	...	...	...	...	.....	.....	36/10/-	

Bulgandramine ...	4,190	.....	...	...	...	...	...	23	...	...	23	24	...	...	...	...	...	...	...	.....	.....	24	
Ballonbong [12]	1,320	.....	...	...	...	...	...	3	...	...	3	10	...	...	...	...	...	...	...	.....	.....	10	
Bulli	17,860	343	80	181	233	97	51	139	18	7	164	89	...	...	...	...	...	...	...	.....	.....	89	
Bulli Railway Station.	37,550	2,174	198	377	71	157	116	213	126	20	359	200	...	100	2 at 65	...	52	...	...	119	.....	601	At Railway Station.
Bull Plain	2,880	.....	...	..	...	...	...	37	...	...	37	10/10/-	...	...	...	...	...	...	...	.....	.....	10/10/-	
Bumberry...	3,080	.....	...	...	...	...	...	24	...	...	24	20/10/-	...	...	...	...	...	...	...	.....	.....	20/10/-	
Bumble.....	3,540	.....	..	...	...	...	...	15	...	...	15	16	...	...	...	...	...	...	...	.....	.. ...	16	
Bundanoon	18,070	411	126	419	140	123	57	195	22	17	234	48	...	...	...	...	...	...	...	10	.....	58	At Railway Station.
Bundarra	23,530	1,198	43	390	61	82	26	213	73	16	302	236	...	78	...	...	...	...	..	4	.....	318	Govt. building.
Bundella	4,230	544	...	...	...	...	...	77	36	...	113	47/10/-	...	...	...	...	...	...	...	.....	.....	47/10/-	
Bungawalbin	2,240	.....	...	...	...	...	...	60	...	...	60	17	...	...	...	...	...	...	...	.....	.....	17	
Bungendore.....	85,990	1,617	242	663	236	160	99	518	89	30	637	180	30	...	65	...	...	...	...	17	65	357	Rented.
Bungonia	6,520	.....	15	88	25	...	...	65	...	3	68	41/10/-	...	...	...	...	...	...	...	.....	.....	47/10/-	
Bungowannah.....	920	.....	...	...	...	...	...	14	...	...	14	14/10/-	...	...	...	...	...	...	...	.....	.....	14/10/-	
Bungwall Flat.....	7,620	552	32	155	28	27	18	51	42	7	100	110	...	...	...	...	...	...	...	2	16	128	Rented.
Bunnan.....	4,410	.....	...	...	...	...	...	46	...	...	46	12	...	...	...	...	...	...	...	.....	.....	12	
Burns, Philp, & Co.	.....	3,426	...	...	...	...	...	.....	403	...	403	...	...	...	...	...	...	...	...	.....	.....	.....	
Burradoo	29,920	708	...	...	...	...	...	121	48	...	169	54/10/-	...	...	...	...	52	...	...	20	.....	126/10/-	
Burraga	16,020	1,150	8	778	94	117	41	142	67	30	239	120	...	...	...	...	...	...	...	3	26	149	Rented.
Burragorang	5,050	.....	...	...	...	...	...	61	...	...	61	21	...	...	...	...	...	...	...	.....	.....	21	
Burrawang	17,310	419	44	221	63	85	30	102	23	8	133	150	...	...	...	...	26	...	...	4	52	232	Rented.
Burrendong	6,180	.....	...	...	...	...	...	30	...	...	30	14	...	...	...	...	...	...	...	.....	.....	14	
Burrier	1,370	.....	...	...	...	...	...	12	...	...	12	12	...	...	...	...	...	...	...	.....	.....	12	
Burringbar	6,060	972	...	...	...	...	...	91	67	...	158	39	...	...	...	...	...	...	...	.....	.....	39	
Burrowa	83,950	2,453	181	1,247	298	168	86	647	161	47	855	227	91 30	...	78	...	...	...	...	30/10/-	.....	465/10/-	
Burrumbuttock ...	3,960	.....	...	...	...	...	...	13	...	...	13	12/10/-	...	...	...	...	...	...	...	.....	.....	12/10/-	
Burwood	233,370	6,345	1,047	877	976	2,111	1,003	1,539	235	54	1,828	236	180 65	2 at 100 ...	3 at 125 120 105 91 65	...	3 at 52	...	3 at 39 Switchboard attendants.	344	32/10/- Stabling	2,086/10/-	Govt. building.
Bylong	4,290	.....	...	...	...	...	...	33	...	...	33	14	...	...	...	...	...	...	...	.....	.....	14	
Byng.....	2,800	.....	...	...	...	...	...	24	...	...	24	16	...	...	...	...	...	...	...	.....	.....	16	
Byrock	57,030	3,069	79	918	154	121	56	385	189	37	611	227	...	91	52	...	...	...	...	17	.....	387	Govt. building.
Byrock Railway Station[3]	.....	.....	...	...	...	...	...	... ..	...	...	.....	...	...	...	...	...	...	...	...	.....	.....	.....	At Railway Station.
Byron Bay	16,240	3,069	61	676	180	226	107	167	189	26	382	100	...	...	...	...	52	...	...	2	20	174	Rented.
Cable's Siding[12]	1,130	.....	...	..	...	...	...	3	...	...	3	10	...	...	...	...	..	...	...	.....	.....	10	
Cabramatta[1]	2,490	.....	...	...	...	...	...	.....	...	...	.....	11	...	...	...	..	...	...	...	.....	.....	11	At Railway Station.
Cadia.....	3,490	.....	1	73	33	...	...	39	...	2	41	16/10/-	...	...	...	...	...	...	...	.....	.....	16/10/-	
Caloola	1,240	.....	...	...	...	...	...	18	...	...	18	16/10/-	...	...	...	...	...	...	...	.....	.....	16/10/-	
Camberwell	3,050	.....	...	...	...	...	...	39	..	...	39	11/2/-	...	...	...	..	...	...	...	25/18/-	.....	37	
Cambewarra	16,110	305	38	229	44	63	25	134	16	7	157	84/10/-	...	...	...	...	...	...	...	1/10/-	25	111	Rented.
Camden	105,380	3,135	394	1,047	477	674	243	657	164	42	863	209	...	110	105	...	...	...	...	28	.....	452	Govt. building.
Camden Haven ...	1,320	.....	...	...	...	...	...	12	...	...	12	10/10/-	...	...	...	...	...	...	...	.....	.....	10/10/-	
Camden Haven Heads.	...	19	...	...	...	...	...	.....	1	...	1	26	...	...	...	...	...	...	...	.....	.....	26	At Pilot Station.
Campbelltown ...	112,000	2,453	607	761	450	367	170	583	128	36	747	300	120	100 78	52	...	...	...	...	46/10/-	.....	696/10/-	Govt. building.
Camperdown	132,990	3,135	506	435	761	1,576	833	492	115	17	624	236	...	110 91	...	...	2 at 52	...	...	36/10/-	130	707/10/-	Rented.
Canadian Lead ...	2,760	.....	...	93	3	...	...	33	...	3	41	22	...	...	...	...	...	...	...	.....	.....	22	
Canberra	4,540	.....	...	...	...	...	...	45	...	...	45	16	...	...	...	...	...	...	...	.....	.....	16	
Candelo	43,860	2,835	260	687	173	179	44	404	181	26	611	150	...	110	...	..	52	...	...	5	.....	317	Govt. building.
Canley Vale.....	11,390	77	...	...	...	...	...	.....	4	...	4	19	...	...	...	...	...	...	...	.....	.....	19	At Railway Station.
Cannonbar	5,750	641	5	89	14	32	8	55	42	4	101	94/10/-	...	...	...	...	...	...	...	3	.....	97/10/-	Govt. building.
Canobles	740	.....	...	...	...	...	...	10	...	...	10	10/10/-	...	...	...	...	...	...	...	.. ...	.....	10/10/-	
Canowindra.....	35,540	1,575	48	665	129	73	27	318	88	27	433	200	120	...	91	...	...	...	...	3	40	454	Rented.
Canterbury	30,640	880	145	128	197	326	184	121	28	6	155	100	...	...	91 65	...	39	...	...	73	.....	368	

NOTE.—For references see page 59.

Name of Office.	Business transacted.							Revenue.				Expenditure.											Arrangements as regards Premises
												Salaries.											
	No. of Letters posted.	No. of Telegrams transmitted.	No. of Postal Notes paid.	No. of Money Orders issued.	No. of Money Orders paid.	No. of Savings Bank deposits.	No. of Savings Bank withdrawals.	Postal.	Telegraphic.	Money Order and Postal Note.	Total.	Officers in Charge.	Assistants.	Operators.	Letter Carriers.	Mail Boys.	Messengers.	Line Repairers.	Other Employés.	Allowances.	Rent of Office.	Total.	
								£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	
Canyan Leigh	970	.....	...	...	...	...	...	10	...	...	10	10	...	...	...	...	...	...	...	.....	.....	10	
Caparteo	14,310	539	48	443	79	...	...	126	32	17	175	50	...	...	...	...	...	...	...	.....	.....	50	At Railway Station.
Cape St. George	.....	139	...	...	...	...	...	.....	8	...	8	78	...	...	...	...	...	...	...	.....	.....	78	
Captain's Flat	17,490	1,294	39	763	84	145	107	222	78	28	328	100	...	...	...	...	52	...	...	2	26	180	Rented.
Carcoar	73,560	2,060	654	629	731	290	140	544	127	32	703	236	...	180	...	...	52	...	...	4	.....	472	Govt. building.
Carcoar Railway Station.[1]	.....	.....	...	...	...	...	...	.....	...	...	.....	...	...	...	...	...	...	...	...	.....	.....	.....	At Railway Station.
Cardiff	2,170	.....	...	...	...	...	...	42	...	...	42	13	...	...	...	...	...	...	...	10	.....	23	
Cargo	15,130	576	27	512	152	37	39	180	33	18	231	218	40	...	...	...	...	...	...	3	.....	261	Govt. building.
Carinda	3,890	.....	...	...	...	...	...	147	...	...	147	18	...	...	...	...	...	...	...	.....	.....	18	
Carlingford	9,120	383	68	52	57	...	...	41	13	3	57	51/10/-	...	...	...	...	...	...	...	65	.....	116/10/-	
Carlingford Railway Station.	.....	529	...	...	...	...	...	.....	18	...	18	...	...	...	...	...	...	...	...	.....	.....	.....	At Railway Station.
Carlton[14]	8,130	87	...	...	...	...	...	19	3	...	22	65	...	...	...	...	...	...	...	5	52	122	Rented.
Carnadale	1,720	.....	...	...	...	...	...	15	...	...	15	12/10/-	...	...	...	...	...	...	...	.....	.....	13/10/-	
Carrathool	26,040	2,786	98	578	150	148	49	307	158	26	491	110	...	...	...	...	26	...	...	23	.....	159	
Carrick	5,180	.....	...	...	...	...	...	34	...	...	34	18	...	...	...	...	...	...	...	.....	.....	18	
Carrington	51,370	691	129	470	133	400	178	521	49	23	593	160	100	...	2 at 39	...	52	...	...	.....	65	455	Rented.
Carroll	9,770	785	4	201	19	28	14	79	52	8	139	89	...	...	...	...	...	...	...	.....	.....	89	
Carrow Brook[15]	310	...	...	...	...	...	...	6	...	...	6	10	...	...	...	...	...	...	...	.....	.....	10	
Casino	102,010	4,669	323	829	382	167	73	498	346	25	869	254	55	91 75	65	...	26	...	...	29	.....	598	Govt. building.
Cassilis	23,700	2,089	125	650	217	104	36	384	128	26	538	209	60	...	...	...	...	...	...	4	.....	273	do
Castle Hill	9,250	401	...	...	...	...	...	66	22	...	88	58/10/-	...	...	...	...	...	...	...	.....	.....	58/10/-	
Castle Mountain	1,680	.....	...	...	...	...	...	11	...	...	11	11/10/-	...	...	...	...	...	...	...	.....	.....	11/10/-	
Castlerag	2,230	53	...	...	...	...	...	28	3	...	31	15	...	...	...	...	...	...	...	.....	.....	15	
Castlereagh	3,940	.....	...	...	...	...	...	52	...	...	52	13/10/-	...	...	...	...	...	...	...	.....	.....	13/10/-	
Cathcart	3,810	353	...	...	...	...	...	64	19	...	83	48	...	...	...	...	...	...	...	.....	.....	48	
Catherine Hill Bay[16]	11,210	786	20	238	19	45	37	79	46	11	136	100	...	...	...	...	...	...	...	.....	26	126	Rented.
Cavan	1,110	.....	...	...	...	...	...	8	...	...	8	10/10/-	...	...	...	...	...	...	...	.....	.....	10/10/-	
Cedar Party Creek	2,040	.....	...	...	...	...	...	13	...	...	13	10/10/-	...	...	...	...	...	...	...	.....	.....	10/10/-	
Central Colo	870	.....	...	...	...	...	...	10	...	...	10	10/10/-	...	...	...	...	...	...	...	.....	.....	10/10/-	
Central M'Donald	1,920	.....	...	...	...	...	...	49	...	...	49	15/10/-	...	...	...	...	...	...	...	.....	.....	15/10/-	At Court-house.
Cessnock	10,250	411	42	185	52	...	...	78	23	6	107	57	...	...	...	...	...	...	...	.....	18/10/-	75/10/-	Rented.
Charlestown	15,290	325	122	131	176	56	97	55	14	7	76	130	...	...	52	...	52	...	...	3	30	267	do
Chatsbury	1,890	.....	...	...	...	...	...	32	...	...	32	15/10/-	...	...	...	...	...	...	...	.....	.....	15/10/-	
Chatswood	2,100	255	...	...	...	...	...	.....	8	...	8	10	...	...	...	...	...	...	...	.....	.....	10	At Railway Station.
Chatsworth Island	17,370	1,310	32	344	68	166	51	162	72	14	248	110	65	...	...	...	...	...	...	16/10/-	.....	191/10/-	Govt. building.
Cheeseman's Creek	2,100	.....	...	...	...	...	...	26	...	...	26	21/10/-	...	...	...	...	...	...	...	.....	.....	21/10/-	
Chinderah	.....	272	...	...	...	...	...	.....	16	...	16	26	...	...	...	...	...	...	...	.....	.....	26	
Clarence Town	21,830	1,082	120	345	123	185	46	204	62	14	280	160	65	...	...	...	...	...	...	4/10/-	.....	229/10/-	Govt. building.
Clarence Tunnel	2,360	30	...	...	...	...	...	18	2	...	20	10	...	...	...	...	...	...	...	.....	.....	10	At Railway Station.
Clear Creek	1,440	.....	...	...	...	...	...	5	...	...	5	10	...	...	...	...	...	...	...	.....	.....	10	
Clifton	25,780	716	115	340	84	174	86	301	35	17	353	100	...	...	...	...	39	...	...	15	.....	154	
Clunes	4,450	417	5	139	50	20	13	65	22	5	92	110	...	...	...	...	...	...	...	3	31/4/-	144/4/-	Rented.
Clybucca	3,130	.....	...	...	...	...	...	3	...	...	3	11/10/-	...	...	...	...	...	...	...	.....	.....	11/10/-	
Cobar	132,620	11,715	358	3,757	527	832	305	1,643	811	143	2,597	326	130 52	160	65	...	52	...	...	67	.....	842	Govt. building.
Cobargo	47,200	2,067	190	772	129	205	84	332	127	29	488	160	...	140	...	...	52	...	...	40	.....	392	do
Cobbadah	7,170	.....	...	...	...	...	...	75	...	...	75	34/10/-	...	...	...	...	...	...	...	20	.....	54/10/-	
Cobbitty	4,210	.....	...	...	...	...	...	60	...	...	60	18	...	...	...	...	...	...	...	.....	.....	18	
Cobbora	14,410	567	28	397	44	34	16	191	50	13	254	150	65	...	...	...	...	...	...	29	20	264	Rented.
Cobham Lake	5,250	.....	...	...	...	...	...	11	...	...	11	13/10/-	...	...	...	...	...	...	...	.....	.....	13/10/-	
Cockle Creek	4,980	104	...	...	...	...	...	18	6	...	24	20	...	...	...	...	...	...	...	.....	.....	20	At Railway Station.

Codrington	2,260	.....	...	...	...	...	...	35	...	...	35	16	...	...	...	...	...	...	...	.....	.....	16	
Coff's Harbour	6,910	613	26	292	79	10	11	65	45	12	122	100	...	...	...	...	...	...	...	2	20	122	Rented.
Coff's Harbour Jetty.	.....	85	...	...	...	...	...	.....	5	...	5	12	...	...	...	...	...	...	...	.....	.....	12	
Colane	1,680	.....	...	...	...	...	...	10	...	...	10	10	...	...	...	...	...	...	...	.....	.....	10	
Coldstream	1,120	.....	...	...	...	...	...	10	...	...	10	10	...	...	...	...	...	...	...	.....	.....	10	
Colinton	3,380	.....	...	...	...	...	...	67	...	...	67	11/10/-	...	...	...	...	...	...	...	26	.....	37/10/-	
Collarenebri	16,140	3,630	27	618	90	148	39	176	272	23	471	130	78	...	...	...	...	...	...	3	52	263	Rented.
Collector	10,060	.....	30	178	37	...	...	100	...	6	106	32/10/-	...	...	...	...	...	...	...	.....	.....	32/10/-	
Collie	7,910	.....	...	...	...	...	...	49	...	...	49	21/10/-	...	...	...	...	...	...	...	.....	.....	21/10/-	
Colly Blue	1,960	.....	...	...	...	...	...	15	...	...	15	11	...	...	...	...	...	...	...	.....	.....	11	
Colo Vale	4,320	117	...	...	...	...	...	39	7	...	46	17	5	...	...	...	...	...	...	.....	.....	22	At Railway Station.
Colyton	2,270	.....	...	...	...	...	...	26	...	...	26	10/10/-	...	...	...	...	...	...	...	.....	.....	10/10/-	
Come-by-Chance	11,550	1,287	5	229	10	...	...	140	79	10	229	130	15	...	...	...	...	...	...	24	.....	169	
Comerong	1,390	.....	...	...	...	...	...	10	...	...	10	10/10/-	...	...	...	...	...	...	...	.....	.....	10/10/-	
Comleroy Road	3,960	.....	...	...	...	...	...	58	...	...	58	11/10/-	...	...	...	...	...	...	...	.....	.....	11/10/-	
Como	670	.....	...	...	...	...	...	8	...	...	8	10	...	...	...	...	...	...	...	.....	.....	10	At Railway Station.
Comobella	3,300	.....	...	...	...	...	...	10	...	...	10	10	...	...	...	...	...	...	...	.....	.....	10	
Conargo[11]	18,570	887	19	210	11	21	4	122	58	9	189	97	...	...	...	...	...	...	...	22	.....	119	
Concord	42,600	1,048	131	186	120	459	150	174	47	11	232	130	...	...	78 65	...	26	...	...	112	.....	411	At Council Chambers.
Condobolin	163,450	5,944	171	1,173	272	380	134	1,002	406	59	1,467	254	110	120	91	...	52	...	...	58	.....	685	Govt. building.
Conjola	8,960	.....	...	...	...	...	...	33	...	...	33	35	...	...	...	...	...	...	...	.....	.....	35	
Coogee[18]	5,590	839	...	...	...	...	...	61	29	...	90	92	...	...	...	...	39	...	...	4	46/16/-	181/16/-	Rented.
Cookardinia	5,640	.....	...	...	...	...	...	15	...	...	15	15/10/-	...	...	...	...	...	...	...	.....	.....	15/10/-	
Coolabah	23,830	869	29	651	45	103	16	229	49	23	301	29	...	50	...	...	...	...	...	.....	.....	79	At Railway Station.
Coolac	12,060	458	17	222	20	...	...	153	25	9	187	33	...	...	...	...	...	...	...	.....	.....	33	do
Coolah	20,720	1,711	52	367	79	108	32	242	105	20	367	200	91	...	...	...	52	...	...	5	.....	348	Govt. building.
Coolaman	17,440	1,909	141	946	193	126	84	627	109	36	772	100	...	...	...	...	52	...	...	32/10/-	.....	184/10/-	do
Coolangatta	12,210	.....	4	162	14	27	16	75	...	5	80	19/10/-	...	...	...	...	...	...	...	.....	.....	19/10/-	
Coolongolook	2,200	.....	...	...	...	...	...	48	...	...	48	13/10/-	...	...	...	...	...	...	...	.....	.....	13/10/-	
Cooma	172,080	6,833	529	1,727	698	546	191	1,325	477	73	1,875	299	2 at 160	78	105	...	2 at 52	150	...	104	.....	1,160	Govt. building.
Cooma Railway Station.	.....	.....	...	...	...	...	...	.....	...	...	.....	...	...	...	...	...	...	...	...	.....	.....	.....	At Railway Station.
Coonabarabran	50,350	3,138	190	984	247	212	94	485	202	36	723	254	20	130	...	...	13	...	...	23	.....	440	Govt. building.
Coonamble	167,580	9,666	228	2,155	575	388	160	1,186	660	74	1,918	263	...	120 110	78	...	52	...	...	30	.....	653	do
Coopernook[19]	5,740	654	46	307	59	77	11	87	37	11	135	87/10/-	...	...	...	...	...	...	...	3	.....	90/10/-	
Coorabell Creek	3,810	74	...	...	...	...	...	18	4	...	22	41	...	...	...	...	...	...	...	.....	.....	41	
Cooranbong	12,990	293	88	336	101	49	32	66	18	14	98	100	...	...	...	...	52	...	...	2/8/-	.....	154/8/-	Govt. building.
Cootamundra	139,900	8,949	1,030	1,967	1,369	943	504	1,784	572	112	2,468	326	160 91	150 130	52	...	52 39	150	...	88/10/-	.....	1,238/10/-	do
Cooyal	5,390	.....	...	...	...	...	...	18	...	...	18	11/10/-	...	...	...	...	...	...	...	.....	.....	11/10/-	
Copeland North	9,500	622	332	360	154	21	49	109	40	19	168	120	52	...	...	...	...	...	...	38/10/-	.....	210/10/-	Govt. building.
Copmanhurst	3,110	290	...	...	...	...	...	21	15	...	36	37	...	...	...	...	...	...	...	.....	28	65	Rented.
Coraki, Richmond River.	46,400	3,057	147	694	181	185	50	278	209	24	511	209	20	78	...	...	52	...	...	5	.....	364	Govt. building.
Coramba	3,390	.....	...	...	...	...	...	30	...	...	30	11	...	...	...	...	...	...	...	.....	.....	11	
Corindi—Clarence.	1,130	.....	...	...	...	...	...	10	...	...	10	10	...	...	...	...	...	...	...	.....	.....	10	
Corowa	109,240	5,893	356	1,160	330	436	203	1,245	361	52	1,658	236	91	91	145	...	52	...	Cadet mill.	41/10/-	.....	656/10/-	Govt. building.
Corrimal	13,850	.....	...	...	...	...	...	16	...	...	16	10	...	...	...	...	...	...	...	.....	.....	10	At Railway Station.
Corrowong	6,600	.....	...	...	...	...	...	22	...	...	22	16	...	...	...	...	...	...	...	.....	.....	16	
Corurua	3,000	.....	...	...	...	...	...	31	...	...	31	10/10/-	...	...	...	...	...	...	...	.....	.....	10/10/-	
Coutt's Crossing	2,420	.....	...	...	...	...	...	10	...	...	10	10/10/-	...	...	...	...	...	...	...	.....	.....	10/10/-	
Cow Flat	3,240	.....	5	45	7	1	6	15	...	2	17	33/10/-	...	...	...	...	...	...	...	.....	.....	33/10/-	
Cowlong	570	.....	...	...	...	...	...	10	...	...	10	10/10/-	...	...	...	...	...	...	...	.....	.....	10/10/-	
Cowra	160,330	6,567	622	2,525	664	480	267	1,437	423	90	1,950	254	...	218 140	105	...	39	...	...	41/10/-	.....	797/10/-	Govt. building.
Cowra Railway Station.[1]	.....	.....	...	...	...	...	...	.....	...	...	.....	...	...	...	...	...	...	...	...	.....	.....	.....	At Railway Station.
Cox's River	1,150	.....	...	...	...	...	...	16	...	...	16	11/10/-	...	...	...	...	...	...	...	.....	.....	11/10/-	
Craigie	6,040	173	4	160	8	...	...	42	10	10	62	48	...	...	...	...	...	...	...	.....	.....	48	

NOTE.—For references see page 59.

Name of Office.	Business transacted.							Revenue.				Expenditure											Arrangements as regards Premises.
												Salaries.											
	No. of Letters Posted.	No. of Telegrams transmitted.	No. of Postal Notes paid.	No. of Money Orders issued.	No. of Money Orders paid.	No. of Savings Bank deposits.	No. of Savings Bank withdrawals.	Postal.	Telegraphic.	Money Order and Postal Note.	Total.	Officers in charge.	Assistants.	Operators.	Letter Carriers	Mail Boys.	Messengers.	Line Repairers.	Other Employés.	Allowances.	Rent of Office.	Total.	
								£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	
Cranbury	1,720	.....	...	..	...	...	...	12	...	...	12	12/10/-	...	...	...	...	...	...	...	.....	.....	12/10/-	
Croki, Manning River	12,410	764	46	277	93	70	16	97	39	9	145	180	...	...	...	...	...	...	...	3/10/-	26	209/10/-	Rented.
Crookhaven Heads	.....	18	...	...	...	...	...	.....	1	...	1	26	...	...	...	...	...	...	...	.....	.....	26	At Pilot Station.
Crookwell	52,880	2,817	251	1,001	308	243	119	596	142	40	778	227	...	100	...	...	52	...	...	3	.....	382	Govt. building.
Croome	1,380	.....	...	...	...	...	...	21	...	...	21	10/10/-	...	...	...	...	...	...	...	.....	.....	10/10/-	
Cross Roads	2,810	.....	...	...	...	...	...	13	...	...	13	12/10/-	...	...	...	...	...	...	...	.....	.....	12/10/-	
Crowdy Head	.....	.....	...	...	...	...	...	.....	...	...	.....	...	...	...	...	...	...	...	...	.....	.....	.....	At Pilot Station.
Croydon	104,390	2,370	611	365	552	741	474	539	91	21	651	140	91	...	110	...	52	...	...	88	.....	625	Govt. building.
															105	...	39						
Cruden	1,920	.....	...	...	...	...	...	22	...	...	22	19/10/-	...	...	...	...	...	...	...	.....	.....	19/10/-	
Cudal	27,980	1,314	81	677	124	180	74	331	74	26	431	180	91	...	...	...	...	...	...	3	.....	294	Govt. building.
													20										
Cudgebegong Creek	690	.....	...	...	...	...	...	25	...	...	25	10/10/-	...	...	...	...	...	...	...	15	.....	25/10/-	
Cudgegong	6,140	.....	13	136	32	...	...	55	...	4	59	23	...	...	...	...	...	...	...	.....	.....	23	
Cudgen	8,410	1,325	37	450	93	163	53	103	95	19	217	100	...	...	...	...	52	...	...	2	.....	154	Govt. building.
Culcairn	22,310	979	47	206	31	44	13	208	61	11	280	70	...	...	...	...	...	...	...	.....	.....	70	At Railway Station.
Cullenbone	1,410	.....	...	...	...	...	...	14	...	...	14	12/10/-	...	...	...	...	...	...	...	.....	.....	12/10/-	
Cullen Bullen[20]	7,640	.....	18	18	...	...	...	133	...	1	134	46/10/-	...	...	...	...	...	...	...	.....	.....	46/10/-	
Culloga	2,790	.....	...	...	...	...	...	33	...	...	33	15/10/-	...	...	...	...	...	...	...	.....	.....	15/10/-	
Cunnock[21]	18,470	571	...	...	...	7	...	188	37	...	225	31	...	26	...	...	...	...	...	.....	.....	57	
Cundletown	16,040	699	68	378	105	91	40	152	38	13	203	209	66	...	...	...	...	...	...	8/10/-	.....	282/10/-	Govt. building.
Cunningham	10,690	.....	...	...	...	...	...	66	...	...	66	28	...	...	...	...	...	...	...	.....	.....	28	
Curlewis	10,770	341	7	126	14	41	10	103	18	7	128	33	...	...	...	...	...	...	...	.....	.....	33	At Railway Station.
Currabubula	30,720	359	64	300	37	...	...	195	21	13	229	27	...	...	...	...	...	...	...	.....	.....	27	do
Currawang	2,190	.....	6	128	22	...	...	27	...	4	31	20	...	...	...	...	...	...	...	.....	.....	20	
Curraweela	2,250	.....	...	...	...	...	...	17	...	...	17	15/10/-	...	...	...	...	...	...	...	.....	.....	15/10/-	
Cuttabri	1,030	.....	...	...	...	...	...	12	...	...	12	12/10/-	...	...	...	...	...	...	...	.....	.....	12/10/-	
Dalmorton	11,900	673	20	254	57	53	13	87	43	11	141	120	26	...	...	...	...	...	...	3	40	189	Rented.
Dalton	14,770	307	56	246	50	38	18	121	20	10	151	100	...	...	...	...	...	...	...	1/10/-	13	114/10/-	do
Dalwood	2,580	.....	...	..	...	...	...	21	...	...	21	11	...	...	...	...	...	...	...	.....	.....	11	
Dandaloo	27,480	1,555	31	352	36	98	20	305	97	17	419	130	...	...	...	...	...	...	...	2	26	158	Rented.
Dapto	28,380	829	100	312	158	...	...	154	44	10	208	91	...	...	...	...	...	...	...	.....	.....	91	
Dapto Railway Station.[1]	.....	.....	...	...	...	...	...	.....	...	...	...	...	...	...	...	...	...	...	...	.....	.....	.....	At Railway Station.
Darby's Falls	890	.....	...	...	...	...	...	11	...	...	11	11/10/-	...	...	...	...	...	...	...	.....	.....	11/10/-	
Darke's Forest	460	.....	...	...	...	...	...	13	...	...	13	10/10/-	...	...	...	...	...	...	...	.....	.....	10/10/-	
Darlington	165,680	2,504	709	565	610	1,875	835	424	100	28	552	160	...	120	...	...	2 at 52	...	...	.....	98	482	Rented.
Darlington Point	19,410	747	23	378	46	...	...	201	48	15	264	150	...	...	...	...	...	...	...	2/10/-	.....	152/10/-	
Darlington Railway Station.	3,410	327	...	...	...	...	...	45	20	...	65	24	...	...	...	...	...	...	...	.....	.....	24	At Railway Station.
Davies' Creek	1,340	.....	...	...	...	...	...	10	...	...	10	10/10/-	...	...	...	...	...	...	...	.....	.....	10/10/-	
Daviesville[22]	24,140	.....	9	403	15	63	13	120	...	15	135	20	...	...	...	...	...	...	...	.....	.....	20	
Davis Town	3,790	.....	...	...	...	...	...	36	..	...	36	11/10/-	...	...	...	...	...	...	...	.....	.....	11/10/-	
Day Dream	800	.....	...	...	...	...	...	21	...	...	21	18	...	...	...	...	...	...	...	.....	.....	18	
Daysdale	8,480	.....	...	...	...	...	...	101	...	...	101	26	...	12	...	...	...	...	...	.....	.....	38	
Deep Creek	1,950	.....	...	...	...	...	...	23	...	...	23	15	...	...	...	...	...	...	...	.....	.....	15	
Deepwater	50,660	1,106	122	342	152	60	31	155	70	17	242	180	10	120	...	...	52	...	...	4	50	416	Rented.
Delegate	19,470	1,757	88	622	71	121	12	276	111	24	411	150	91	...	...	...	...	...	...	29	14	284	do
Demondrille	1,780	21	...	...	...	...	...	.....	1	...	1	10	...	...	...	...	...	...	...	.....	.....	10	Telegraph Office at Railway Station.
Deniliquin	241,190	12,345	626	2,116	590	888	317	1,208	984	109	2,301	254	140	236	91	65	2 at 52	150	...	124	.....	2,626	Govt. building.
												235	100	180	...	...	39						
														170									
														2 at 160									

														140 100 78									
Denman	25,890	1,082	33	325	43	86	29	271	64	12	347	150	65	...	...	...	...	...	...	4	50	269	Rented.
Devlin's Siding	6,420	.....	...	...	...	...	...	17	...	...	17	15/10/-	...	...	...	...	...	...	...	...	.....	15/10/-	
Dora Creek	5,770	.....	161	160	432	59	7	48	...	6	54	27/10/-	...	...	...	...	...	...	...	.....	.....	27/10/-	
Douglas	14,300	129	...	...	...	...	...	11	7	...	18	22	...	...	...	...	...	...	...	.....	.....	22	At Railway Station.
Douglas Gap	730	.....	...	...	...	...	...	20	...	...	20	10/10/-	...	...	...	...	...	...	...	30	.....	40/10/-	
Downside	720	.....	...	...	...	...	...	.....	...	...	.....	10	...	...	...	...	...	...	...	.....	.....	10	
Drake	32,470	1,275	63	486	111	152	67	204	80	21	365	150	...	78	...	...	...	...	...	7	39	274	Rented.
Dripstone[23]	4,450	73	9	81	6	...	...	45	4	4	53	33	...	...	...	...	...	...	...	.....	.....	33	At Railway Station.
Drummoyne	30,460	1,203	176	154	156	386	190	297	40	6	343	130	...	...	91	...	52	...	...	49/10/-	39	361/10/-	Rented.
Dry Plain	760	.....	...	...	...	...	...	19	...	...	19	10/10/-	...	...	...	...	...	...	...	18	.....	28/10/-	
Dubbo	449,220	15,263	1,829	3,828	2,783	1,618	904	2,176	980	171	3,327	353	180 150 78	170 130 2 at 91	135 52 ...	...	2 at 39 26 ...	150	...	159/10/-	.....	1,843/10/-	Govt. building.
Dubbo Railway Station.[1]	.....	174	...	...	...	...	...	.....	9	...	9	...	...	...	...	...	...	...	...	.....	.....	.....	At Railway Station.
Duckmaloi	1,120	.....	...	...	...	...	...	28	...	...	28	10/10/-	...	...	...	...	...	...	...	.....	.....	10/10/-	
Duduaman	2,150	.....	...	...	...	...	...	29	...	...	29	11	...	...	...	...	...	...	...	.....	.....	11	
Dudley	10,270	.....	...	...	...	...	...	39	...	...	39	13/10/-	...	...	...	...	...	...	...	.....	.....	13/10/-	
Dulwich Hill	64,530	2,924	373	347	376	1,074	473	376	105	17	498	140	...	100	105	...	52	...	...	103	26	526	Rented.
Dumaresq	4,510	32	4	53	4	8	6	47	2	2	51	26	...	...	...	...	...	...	...	.....	.....	26	At Railway Station.
Dumbar's Creek	860	.....	...	...	...	...	...	5	...	...	5	10/10/-	...	...	...	...	...	...	...	.....	.....	10/10/-	
Dunbible Creek	880	481	...	...	...	...	...	.....	37	...	37	27	...	...	...	...	...	...	...	.....	.....	27	
Dundas	11,550	.....	...	...	...	...	...	73	...	...	73	27	...	...	...	...	...	...	...	.....	.....	27	
Dundee	4,770	99	10	139	11	...	...	60	6	5	71	22	...	...	...	...	...	...	...	.....	.....	22	
Dundee Railway Station.	4,840	.....	...	...	...	...	...	19	...	...	19	13	...	...	...	...	...	...	...	.....	.....	13	At Railway Station.
Dungog	99,350	3,246	168	775	249	183	64	645	223	30	898	227	91	...	78	...	...	160	...	29/10/-	.....	575/10/-	Govt. building.
Dungowan	7,250	.....	...	...	...	...	...	74	...	...	74	22	...	...	...	...	...	...	...	.....	.....	22	
Dunkeld	1,150	.....	...	...	...	...	...	12	...	...	12	12/10/-	...	...	...	...	...	...	...	.....	.....	12/10/-	
Dunmore	4,380	.....	...	...	...	...	...	24	...	...	24	10	...	...	...	...	...	...	...	.....	.....	10	At Railway Station.
Dunoon	2,390	.....	...	...	...	...	...	10	...	...	10	10/10/-	...	...	...	...	...	...	...	.....	.....	10/10/-	
Dural	10,730	369	25	60	42	36	20	81	21	2	104	100	...	...	...	...	39	...	...	1/10/-	45	185/10/-	Rented.
Duramana	470	.....	...	...	...	...	...	10	...	...	10	10/10/-	...	...	...	...	...	...	...	.....	.....	10/10/-	
Duri	3,120	.....	...	...	...	...	...	5	...	...	5	10/10/-	...	...	...	...	...	...	...	7	.....	17/10/-	
East Balmain	18,070	1,605	214	257	94	474	241	207	57	12	276	160	78	...	...	...	26	...	...	.....	80	344	Rented.
East Carlingford	8,400	.....	...	...	...	...	...	174	...	...	174	22/10/-	...	...	...	...	...	...	...	.....	.....	22/10/-	
Eastern Creek	2,160	.....	...	...	...	...	...	7	...	...	7	14/10/-	...	...	...	...	...	...	...	.....	.....	14/10/-	
East Kangaloon	3,670	.....	...	...	...	...	...	54	...	...	54	19/10/-	...	...	...	...	...	...	...	.....	.....	19/10/-	
East Kempsey	5,680	.....	6	121	16	...	...	45	...	4	49	28/10/-	...	...	...	...	...	...	...	3	.....	31/10/-	
East Maitland	214,500	4,121	573	944	559	372	183	835	259	41	1,135	281	140 120	... ...	91 78 39	...	39	...	10 Receiver. Cleaner.	125	.....	923	Govt. building.
East Maitland Railway Station.[1]	.....	.....	...	...	...	...	...	.....	...	...	.....	...	...	...	...	...	...	...	...	.....	.....	.....	At Railway Station.
East Raleigh	1,440	.....	...	...	...	...	...	10	...	...	10	10/10/-	...	...	...	...	...	...	...	.....	.....	10/10/-	
East Wardell	1,310	.....	...	...	...	...	...	19	...	...	19	17	...	...	...	...	...	...	...	.....	.....	17	
Eastwood[1]	8,390	.....	...	...	...	...	...	12	...	...	12	13	...	...	...	...	...	...	...	.....	.....	13	At Railway Station.
Eatonsville	2,020	.....	...	...	...	...	...	10	...	...	10	10/10/-	...	...	...	...	...	...	...	.....	.....	10/10/-	
Eauabalong	9,780	972	11	212	41	59	16	101	58	10	169	218	Nil.	78	...	...	...	...	...	23	40	350	Rented.
Ebenezer	2,330	.....	...	...	...	...	...	36	...	...	36	15	...	...	...	...	...	...	...	.....	.....	15	
Eccleston	2,470	.....	...	...	...	...	...	30	...	...	30	19	...	...	...	...	...	...	...	.....	.....	19	
Eckersley	620	.....	...	...	...	...	...	11	...	...	11	10/10/-	...	...	...	...	...	...	...	.....	.....	10/10/-	
Eden	23,330	2,343	131	550	185	113	44	204	149	24	377	180	...	110	...	...	52	...	...	3	.....	345	Govt. building.
Edgecliff	85,420	6,236	410	720	152	939	389	1,426	288	42	1,756	180	91	150 78	2 at 170 160 135 125 120 115	78	2 at 52	...	3 at 65 Switchboard Attendants. ...	152	.....	2,023	Govt. building.

NOTE.—For references see page 50.

Name of Office.	Business transacted.							Revenue.				Expenditure.											Arrangements as regards Premises.
												Salaries.											
	No. of Letters posted.	No. of Telegrams transmitted.	No. of Postal Notes paid.	No. of Money Orders issued.	No. of Money Orders paid.	No. of Savings Bank deposits.	No. of Savings Bank withdrawals.	Postal.	Telegraphic.	Money Order and Postal Note.	Total.	Officers in charge	Assistants.	Operators.	Letter Carriers	Mail Boys.	Messengers.	Line Repairers.	Other Employés.	Allowances.	Rent of Office.	Total.	
								£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	
Eglinton	2,370	.....	...	...	...	...	...	14	...	...	14	14/10/-	...	...	...	...	...	...	...	.....	.....	14/10/-	
Eldersllie	800	.....	...	...	...	...	...	8	...	...	8	13/10/-	...	...	...	...	...	...	...	.....	.....	13/10/-	
Elizabeth-street South	120,590	3,484	447	840	482	1,507	725	714	162	60	936	160	...	100	...	...	2 at 52	...	...	.....	90	454	Rented.
Ellalong	4,520	.....	...	...	...	...	...	87	...	...	87	15/10/-	...	...	...	...	...	...	...	.....	.....	15/10/-	
Ellenborough	3,170	.....	...	...	...	...	...	24	...	...	24	20	...	...	...	...	...	...	...	.....	.....	20	
Elsmore	3,680	.....	...	...	...	...	...	55	...	...	55	15/10/-	...	...	...	...	...	...	...	.....	.....	15/10/-	
Emerald Hill	1,870	.....	...	...	...	...	...	29	...	...	29	11	...	...	...	...	...	...	...	.....	.....	11	
Emmaville	47,800	2,029	212	1,279	350	272	145	506	122	51	679	200	20	...	...	...	52	...	...	7	.....	279	Govt. building.
Emu	4,780	.....	...	...	...	...	...	36	...	...	36	37	...	...	...	...	...	...	...	.....	.....	37	
Emu Plains	10,840	328	249	140	433	...	...	.....	19	4	23	40	10	...	...	...	52	...	...	.....	.....	102	At Railway Station.
Enfield	63,330	1,319	134	210	144	370	152	228	49	10	287	140	...	...	100 78	..	52	...	...	135/10/-	65	570/10/-	Rented.
Enngonia	11,500	1,472	5	206	24	21	5	115	97	11	223	100	...	...	...	...	...	...	...	23	52	175	do.
Ennis	3,440	.....	...	...	...	...	...	16	...	...	16	21/10/-	..	...	...	...	...	...	...	.....	.....	21/10/-	
Erina	2,040	.....	...	...	...	...	...	26	...	...	26	10/10/-	...	...	...	...	...	...	...	.....	.....	10/10/-	
Ermington	6,230	376	...	...	...	...	...	51	12	...	63	58/10/-	...	...	78	...	...	...	...	46/10/-	.....	183	
Erskineville	56,040	1,240	386	396	334	1,313	594	253	46	16	315	160	...	110	...	...	52	...	...	.....	61	383	Rented.
Eskbank	.....	.....	...	...	...	...	...	.....	...	...	.....	...	...	...	...	...	...	...	...	.....	.....	.....	At Railway Station.
Eskdale	610	.....	...	...	...	...	...	10	...	...	10	10/10/-	...	...	...	...	...	...	...	.....	.....	10/10/-	
Esrom	11,810	.....	...	...	...	...	...	24	...	...	24	44	...	...	...	...	...	...	...	20	.....	64	
Essington	2,560	.....	...	...	...	...	...	17	...	...	17	11/10/-	...	...	...	...	...	...	...	.....	.....	11/10/-	
Eugowra	13,250	766	46	434	78	54	17	182	43	13	238	180	15	...	...	...	...	...	...	3/10/-	.....	198/10/-	Govt. building.
Eulourie	3,230	.....	...	...	...	...	...	32	...	...	32	15/10/-	...	...	...	...	...	...	...	.....	.....	15/10/-	
Eureka	1,490	.....	...	...	...	...	...	10	...	...	10	10/10/-	...	...	...	...	...	...	...	.....	.....	10/10/-	
Euriowie	16,610	978	...	...	...	...	...	98	64	...	162	110	...	...	...	...	...	...	...	53	26/10/-	189/10/-	Rented.
Eurobodalla	5,830	270	17	84	9	...	...	28	17	3	48	59	...	...	...	...	...	...	...	.....	.....	59	
Eurongilly	8,300	.....	...	...	...	...	...	26	...	..	26	19/10/-	...	...	...	...	...	...	...	.....	.....	19/10/-	
Eurunderee	3,120	.....	...	...	...	...	...	18	...	...	18	18/10/-	...	...	...	...	...	...	...	.....	.....	18/10/-	
Euston	17,960	1,963	16	648	37	74	27	127	125	29	281	190	...	180	...	...	...	...	...	44	.....	414	Govt. building.
Evans' Plains	2,230	.....	...	...	...	...	...	21	...	...	21	13	...	...	...	...	...	...	...	.....	.....	13	
Exeter[24]	2,260	173	39	15	2	...	...	88	10	1	99	15	...	...	...	...	...	...	...	.....	.....	15	At Railway Station.
Failford	3,370	.....	...	...	...	...	...	63	...	...	63	14	...	...	...	...	...	...	...	.....	.....	14	
Fairfield	24,940	387	...	...	...	...	...	74	21	...	95	22	...	...	...	...	...	...	...	.....	.....	22	At Railway Station.
Fairview	380	.....	...	...	...	...	..	7	...	...	7	10/10/-	...	...	...	...	...	...	...	.....	.....	10/10/-	
Fairy Meadow	3,220	.....	...	...	...	...	...	.....	...	...	.....	25	...	...	...	...	...	...	...	.....	.....	25	
Fall's Creek	3,970	.....	...	...	...	...	...	16	...	..	16	31	...	...	...	...	...	...	...	.....	.....	31	
Farley	4,630	89	...	...	...	...	...	.....	5	...	5	10/10/-	...	...	...	...	...	...	...	.....	.....	10/10/-	At Railway Station.
Fassifern[1]	1,180	39	...	...	...	...	...	15	3	...	18	11	...	...	...	...	...	...	..	.....	.....	11	do
Faulconbridge	1,460	.....	...	...	...	...	...	11	...	..	11	10/10/-	...	...	...	...	...	...	...	.....	.....	10/10/-	
Fernmount	24,090	1,599	76	603	210	68	43	176	113	22	311	200	...	2 at 78	...	...	...	...	...	3/10/-	40	322/10/-	Rented.
Ferrier's	3,100	.....	...	...	...	...	...	10	...	...	10	10/10/-	...	...	...	...	...	...	...	.....	.....	10/10/-	
Fifield[25]	4,520	.....	...	...	...	...	...	53	...	...	53	10	...	...	...	...	...	...	...	.....	.....	10	
Fig-tree	11,800	.....	...	...	...	...	...	35	...	...	35	35/10/-	...	...	...	...	...	...	...	.....	.....	35/10/-	
Fingal Heads	.....	138	...	...	...	...	...	.....	11	...	11	...	...	...	...	...	...	...	...	.....	.....	.....	At Pilot Station.
Finley[26]	6,750	76	...	...	...	...	...	23	4	...	27	18/10/-	...	26	...	...	...	...	...	.....	.....	44/10/-	Free, by Guarantors.
Fish River Creek	1,540	.....	..	...	...	...	...	19	...	...	19	13/10/-	...	...	...	...	...	...	...	.....	.....	13/10/-	
Fitzgerald's Valley	710	.....	...	..	...	...	...	10	...	...	10	10/10/-	...	...	...	...	...	...	...	.....	.....	10/10/-	
Five Dock	37,370	738	95	75	75	130	78	68	26	3	97	82	...	...	120	78	...	...	...	95	25	400	Rented.
Forbes	486,810	16,072	1,003	3,063	1,267	783	410	2,145	1,076	115	3,336	299	209 110 100	150 73	120	...	2 at 52	150	26 cadet	129/10/-	.....	1,475/10/-	Govt. building.
Forbes Railway Station.[1]	.....	.....	...	...	...	...	...	.....	...	...	.....	...	...	...	...	...	...	...	...	.....	.....	.....	At Railway Station.
Ford's Bridge	10,330	1,241	5	168	9	26	9	71	81	6	158	100	...	...	...	...	...	...	...	21/10/-	.....	121/10/-	

Forest Reefs	9,750	.....	48	246	100	...	...	79	...	9	88	36/10/-	...	...	...	...	...	...	...	.....	.....	36/10/-	
Forest Road	5,630	126	...	...	...	...	...	84	4	...	88	10	...	...	...	...	...	...	...	20	.....	30	
Forster	11,610	1,660	75	269	107	100	30	73	95	13	181	160	...	...	...	...	52	...	...	2	.....	214	Govt. building.
Fox Ground	1,890	.....	...	...	...	...	...	25	...	...	25	10/10/-	...	...	...	...	...	...	...	.....	.....	10/10/-	
Fredericton	17,160	746	33	165	35	...	...	73	44	6	123	160	78	...	...	...	...	...	...	4/10/-	52	294/10/-	Rented.
Freeman's Reach	4,220	.....	...	...	...	...	...	22	...	...	22	15/10/-	...	...	...	...	...	...	...	.....	.....	15/10/-	
Freemantle	1,320	.....	...	...	...	...	...	15	...	...	15	10/10/-	...	...	...	...	...	...	...	.....	.....	10/10/-	
Frogmoor	5,780	.....	7	278	16	...	...	70	...	9	79	23/10/-	...	...	...	...	...	...	...	.....	.....	23/10/-	
Fullerton	1,980	.....	...	...	...	...	...	31	...	...	31	12	...	...	...	...	...	...	...	.....	.....	12	
Gaba Island	.....	385	...	...	...	...	...	...	10	...	10	91	...	...	...	...	...	...	...	.....	.....	91	At Pilot Station.
Galley Swamp	5,170	.....	...	...	...	...	...	14	...	...	14	10/10/-	...	...	...	...	...	...	...	.....	.....	10/10/-	
Galong	7,850	195	12	185	15	9	5	70	10	7	87	23	...	...	...	...	...	...	...	.....	.....	23	At Railway Station.
Galston	6,080	.....	66	63	78	...	...	59	...	3	62	22	...	...	...	...	...	...	...	.....	.....	22	
Gammain	7,560	.....	...	Nil.	Nil.	...	...	89	...	Nil.	89	14	...	...	...	...	...	...	...	.....	.....	14	
Gannon's Creek	720	.....	...	...	...	...	...	10	...	...	10	10	...	...	...	...	...	...	...	.....	.....	10	
Garangula[27]	6,680	.....	18	25	3	...	...	6	...	1	7	10	...	...	...	...	...	...	...	.....	.....	10	
Garra	990	.....	...	...	...	...	...	7	...	...	7	16	...	...	...	...	...	...	...	.....	.....	16	
Gentleman's Halt	1,380	.....	...	...	...	...	...	34	...	...	34	11	...	...	...	...	...	...	...	.....	.....	11	
George's Plains	8,600	358	...	...	...	...	...	48	21	...	69	25	...	...	...	...	...	...	...	.....	.....	25	Telegraph Office, at Railway Station.
George-st. North	365,640	8,195	259	1,174	105	1,099	431	798	407	72	1,277	218	...	140 130	...	...	2at52	...	...	40	323	957	Rented.
George-st. West	456,940	6,472	1,319	1,101	948	3,349	1,658	1,359	261	59	1,679	254	120	160 120	...	...	2at52	...	...	.....	130	888	do
German Creek	2,170	.....	...	...	...	...	...	45	...	...	45	12	...	...	...	...	...	...	...	.....	.....	12	
German's Hill	970	.....	...	...	...	...	...	10	...	...	10	10/10/-	...	...	...	...	...	...	...	.....	.....	10/10/-	
Germanton	86,920	2,785	185	670	163	243	70	592	172	30	794	190	100	...	...	...	6/10/-	...	...	5	.....	353/10/-	Govt. building.
Gerogery	14,910	515	24	210	27	58	15	90	32	10	132	31	52 ...	...	...	...	...	...	...	.....	.....	31	At Railway Station.
Gerringong	22,720	744	59	262	75	175	74	202	39	11	252	120	91	...	...	...	...	...	...	3	26	240	Rented.
Gerrymberryn	830	.....	...	...	...	...	...	.....	...	...	.....	10	...	...	...	...	...	...	...	.....	.....	10	
Gestrie	8,250	108	...	...	...	...	...	77	6	...	83	17	...	...	...	...	...	...	...	.....	.....	17	At Railway Station.
Ghinni Ghinni	1,610	.....	...	...	...	...	...	28	...	...	28	19	...	...	...	...	...	...	...	.....	.....	19	
Gilgai	2,770	.....	...	...	...	...	...	15	...	...	15	13/10/-	...	...	...	...	...	...	...	.....	.....	13/10/-	
Gilgandra	44,530	2,032	45	641	109	77	19	621	124	24	769	120	91	39	...	...	...	...	...	23/10/-	52	325/10/-	Rented.
Gilgunnia	6,310	.....	...	...	...	...	...	17	...	...	17	17/10/-	...	...	...	...	...	...	...	.....	.....	17/10/-	
Gilmore	7,000	.....	...	...	...	...	...	22	...	...	22	14/10/-	...	...	...	...	...	...	...	.....	.....	14/10/-	
Gingerra Station	2,310	.....	...	...	...	...	...	10	...	...	10	10/10/-	...	...	...	...	...	...	...	.....	.....	10/10/-	
Gingkin	2,460	.....	...	...	...	...	...	28	...	...	28	14	...	...	...	...	...	...	...	.....	.....	14	
Ginninderra	7,270	463	17	148	33	37	16	107	27	9	143	100	13	...	...	...	...	...	...	1/10/-	5	119/10/-	Rented.
Girilambone	21,380	723	26	400	65	65	18	184	43	17	244	30	...	...	...	...	...	...	...	.....	.....	39	At Railway Station.
Girilambone Mine[28]	3,580	.....	...	...	...	...	...	.....	...	...	.....	10	...	...	...	...	...	...	...	15	.....	25	
Gladesville	3,630	1,636	95	260	132	127	54	173	63	12	248	63/10/-	...	78	65	...	52	...	...	38/10/-	33/16/-	330/16/-	Rented.
Gladstone	7,950	538	17	143	30	83	55	49	32	7	88	140	...	...	...	...	...	...	...	8	36	184	do.
Glanmire	2,900	.....	...	...	...	...	...	24	...	...	24	25	...	...	...	...	...	...	...	.....	.....	25	
Glasston	1,140	.....	...	...	...	...	...	41	...	...	41	15/10/-	...	...	...	...	...	...	...	.....	.....	15/10/-	
Glebe	852,010	8,580	2,125	1,013	2,285	4,651	924	1,633	339	61	2,033	180	78	2 at 120	...	...	2 at 52 39 26	...	...	23/4/-	.....	690/4/-	Govt. building.
Glen Alice	1,990	.....	...	...	...	...	...	49	...	...	49	15	...	...	...	...	...	...	...	.....	.....	15	
Glenbrook	4,290	120	...	...	...	...	...	29	6	...	35	10	...	...	...	...	...	...	...	.....	.....	10	At Railway Station.
Glencoe	8,120	205	11	153	24	...	...	68	12	6	86	29	...	...	...	...	...	...	...	.....	.....	29	do
Glendon Brook	4,760	.....	...	...	...	...	...	63	...	...	63	12/10/-	...	...	...	...	...	...	...	.....	.....	12/10/-	
Glen Elgin[29]	.....	.....	...	...	...	...	...	.....	...	...	.....	10	...	...	...	...	...	...	...	.....	.....	10	
Glenhaven	1,050	.....	...	...	...	...	...	16	...	...	16	10/10/-	...	...	...	...	...	...	...	.....	.....	10/10/-	
Glen Innes	344,350	7,683	942	1,433	1,181	691	407	1,429	536	64	2,029	299	130 91	200 190 100	130	...	2 at 52	150	...	114/10/-	.....	1,508/10/-	Govt. building.
Glen Innes Railway Station[1]	.....	89	...	...	...	...	...	.....	5	...	5	...	...	...	...	...	...	...	...	.....	.....	.....	At Railway Station.
Glenmore[30]	2,430	.....	...	...	...	...	...	7	...	...	7	10/10/-	...	...	...	...	...	...	...	.....	.....	10/10/-	
Glen Morrison	2,280	.....	...	...	...	...	...	33	...	...	33	13/10/-	...	...	...	...	...	...	...	.....	.....	13/10/-	

NOTE.—For references see page 58.

Name of Office.	Business transacted: No. of Letters posted.	No. of Telegrams transmitted.	No. of Postal Notes paid.	No. of Money Orders issued.	No. of Money Orders paid.	No. of Savings Bank deposits.	No. of Savings Bank withdrawals.	Revenue: Postal.	Telegraphic.	Money Order and Postal Note.	Total.	Expenditure: Salaries: Officers in Charge.	Assistants.	Operators.	Letter Carriers.	Mail Boys.	Messengers.	Line Repairers.	Other Employés.	Allowances.	Rent of Office.	Total.	Arrangements as regards Premises.
								£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	
Glennie's Creek ...	8,160	.....	...	...	...	...	...	72	...	...	72	25	...	...	...	...	...	...	...	.....	.....	25	At Railway Station.
Glencoak	4,680	128	..	...	...	...	...	50	8	...	58	31/10/-	...	...	...	...	...	...	...	.....	.....	31/10/-	
Glenorie[11]	1,300	.....	..	...	...	...	...	7	...	...	7	10	...	...	...	...	...	...	...	.....	.....	10	
Glenquarry	2,270	.....	...	...	...	...	...	21	...	...	21	12/10/-	...	...	...	...	...	...	...	.....	.....	12/10/-	
Glenthorne	1,240	.....	...	...	...	...	...	13	...	...	13	10/10/-	...	...	...	...	...	...	...	.....	.....	10/10/-	
Glen William	1,550	.....	...	...	...	...	...	13	...	...	13	13/10/-	...	...	...	...	...	...	...	.....	.....	13/10/-	
Gloucester	6,660	717	29	279	20	37	15	91	41	13	145	130	...	130	...	...	...	...	...	20	39	328	Rented.
Gocup	1,750	.....	...	...	...	...	...	32	...	...	32	14	...	...	...	...	...	...	...	.....	.....	14	
Gollan[21]	1,270	.....	...	...	...	...	...	.....	...	...	.....	10	...	...	...	...	...	...	...	.....	.....	10	
Golspie	3,600	.....	...	..	...	...	...	50	...	...	50	16	...	...	...	...	...	...	...	.....	.....	16	
Gongolgon	9,200	705	4	110	7	34	5	58	42	4	104	180	...	...	...	...	...	..	...	4	39	223	Rented.
Goodooga[12]	28,350	5,455	16	772	87	67	29	250	400	28	678	200	...	120	...	...	...	...	...	24	.....	344	Govt. building.
Goolagong	18,420	531	13	260	29	11	23	124	32	9	165	110	...	...	...	...	...	...	...	3	26	139	Rented.
Goolma	1,730	.....	...	...	...	...	...	44	...	...	44	16/10/-	...	...	...	...	...	...	...	.....	.....	16/10/-	
Goolmangar	800	.....	...	...	...	...	...	.....	...	...	.....	10	...	...	...	...	...	...	...	.....	.....	10	
Goombargona	1,930	.....	...	...	...	...	...	13	...	...	13	13/10/-	...	...	...	...	...	...	...	.....	.....	13/10/-	
Goomoorah	2,920	.....	...	...	...	...	...	15	...	...	15	16	...	...	...	...	...	...	...	.....	.....	16	
Goonoo Goonoo	6,570	.....	21	107	16	64	17	75	...	5	80	35	...	...	...	...	...	...	...	.....	.....	35	
Goorangoola	2,080	.....	...	...	...	...	...	50	...	...	50	16/10/-	...	...	...	...	...	...	...	.....	.....	16/10/-	
Goran Lake	800	.....	...	...	...	...	...	10	...	...	10	10/10/-	...	...	...	...	...	...	...	.....	.....	10/10/-	
Gordon	10,190	246	111	55	78	...	...	119	10	2	131	27	...	...	...	...	26	...	...	.....	.....	53	At Railway Station.
Gosford	61,200	2,125	614	767	624	241	154	486	126	38	650	227	65	...	39	...	...	...	...	32	.....	363	Govt. building.
Gosford Railway Stn.	.....	166	...	...	...	...	...	.....	9	...	9	...	...	...	...	...	...	...	...	.....	.....	.....	At railway station.
Gosforth	2,570	... ..	...	...	...	...	...	10	...	...	10	10	...	...	...	...	...	...	...	.....	.....	10	
Goulburn	932,120	16,816	5,645	5,074	6,002	3,505	1,755	4,295	1,103	241	5,639	380	200	190	2 at 140	52	3 at 52	150	150 (Sumpter and carter.)	194	.....	4,282	Govt. building.
												335	190	2 at 170	125	...	26						
													180	140	110								
													140	120	91	...	...	...	65 (Switchboard attendant.)				
													120	2 at 91	78								
													110										
													100										
													78										
Goulburn Railway Stn.	.....	119	...	...	...	...	...	.....	6	...	6	...	..	...	...	...	...	...	...	.....	.....	.....	
Gouldsville	1,550	.. ...	...	...	...	...	...	12	...	...	12	12/10/-	...	...	...	...	...	...	...	.....	.....	12/10-/	
Grabben Gullen	2,940	.....	...	...	...	...	...	42	...	...	42	14/10/-	...	...	...	...	..	...	...	.....	.....	14/10/-	
Grafton	329,670	14,363	1,232	2,513	1,668	586	274	1,477	1,134	113	2,724	353	160	190	145	...	2 at 52	150	...	192/10/-	.....	2,396/10/-	Govt. building.
													110	2 at 150	125	...	26						
													91	150									
														140									
														100									
Grahamstown.	3,750	.....	...	...	...	...	...	46	...	...	46	11	...	...	...	...	...	...	...	.....	.....	11	
Graham's Valley..	1,270	.....	...	...	...	...	...	11	...	...	11	10/10/-	...	...	...	...	...	...	...	.....	.....	10/10/-	
Graman	10,880	.....	...	...	...	...	...	89	...	...	89	23	...	...	...	...	...	...	...	.....	.....	23	
Granmalle	.....	93	...	...	...	...	...	.....	5	...	5	5	...	...	...	...	...	...	...	.....	21	26	Rented.
Granville	248,120	3,914	1,306	867	923	1,702	1,029	691	156	44	891	190	150	100	125	...	2 at 52	...	52 Porter	229/2/-	.....	1,469/2/-	Govt. building.
													120	...	2 at 115								
													78	...	91								
Green Cape	1,600	99	...	...	...	...	...	.....	5	...	5	91	...	...	...	...	...	...	...	2	.....	93	At Lighthouse.
Greendale.....	5,200	.....	...	...	...	...	...	36	...	...	36	17	...	...	...	...	...	...	...	.....	.....	17	
Greenfield Farm ...	1,340	.....	...	...	...	...	...	9	...	...	9	11/10/-	...	...	...	...	...	...	...	.....	.....	11/10/-	
Greenhill	6,570	.....	5	71	9	...	...	28	...	3	31	22/10/-	...	...	...	...	...	...	...	.....	.....	22/10/-	
Greenmantle	690	.....	...	...	...	...	...	15	...	...	15	10/10/-	...	...	...	...	...	...	...	.....	.....	10/10/-	
Greenridge	2,960	.....	...	...	...	...	...	10	...	...	10	10/10/-	...	...	...	...	...	...	...	.....	.....	10/10/-	

Green Valley	2,710	...	...	...	...	...	...	10	...	...	10	10/10/-	...	...	...	...	...	...	...	...	...	10/10/-		
Greenwell Point	5,560	405	153	235	243	93	38	45	21	7	73	42	...	...	...	...	...	...	...	1	...	43		
Greenwich	4,370	227	...	...	...	...	...	53	8	...	61	28	...	...	...	...	...	...	...	20	...	48		
Grenfell	117,060	4,728	276	1,253	382	337	144	985	337	54	1,376	190	...	120	105	...	52	...	...	31	...	498	Govt. building.	
Gresford	11,770	744	22	215	31	26	20	175	44	7	226	129	...	...	...	...	...	...	...	2	40	171	Rented.	
Grota	43,710	1,208	399	541	432	150	174	218	59	19	296	160	...	78	115	...	...	...	...	41	...	394	Govt. building.	
Grota Railway Sta.	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	At Railway Station.	
Grogan	2,390	...	...	...	...	...	...	...	...	...	...	11	...	...	...	...	...	...	...	...	...	11		
Grong Grong Rwy. St.	6,110	655	30	363	91	...	...	195	39	12	247	23	...	...	...	...	...	...	...	...	...	23	At Railway Station.	
Grose Vale	5,880	...	...	...	...	...	...	46	...	...	46	11/10/-	...	...	...	...	...	...	...	...	...	11/10/-		
"*Grosvenor Hotel*"	...	1,548	...	...	...	...	...	...	83	...	83	78	...	...	...	...	...	...	...	...	...	78		
Guildford	2,620	...	...	...	...	...	...	40	...	...	40	16/10/-	...	...	...	...	...	...	...	20	...	36/10/-		
Guildford Railway St.	5,950	...	...	...	...	...	...	21	...	...	21	10	...	...	...	...	...	...	...	...	...	10	At Railway Station.	
Gulargambone	17,040	1,154	9	503	25	93	17	250	73	17	340	150	...	...	...	...	...	...	...	2	40	192	Rented.	
Gulgong	98,820	3,018	327	1,518	466	272	204	815	184	54	1,053	180	91	100	78	...	...	...	...	4	...	453	Govt. building.	
Gullen	2,100	...	...	...	...	...	...	10	...	...	10	10/10/-	...	...	...	...	...	...	...	...	...	10/10/-		
Gum Flat	2,440	...	...	...	...	...	...	13	...	...	13	14/10/-	...	...	...	...	...	...	...	...	...	14/10/-		
Gunbar	14,410	...	13	116	18	...	...	195	...	8	203	39	...	...	...	...	...	...	...	...	...	39		
Gundagai	158,410	5,759	348	1,698	416	264	174	751	399	61	1,211	290	25	100 78	...	...	52	150	...	106	...	861	Govt. building.	
Gundaroo	27,550	600	58	254	92	47	39	157	33	12	202	160	52	...	...	...	...	...	...	12	...	224		
Gunduramba	3,240	160	...	...	...	...	...	33	9	...	42	47/10/-	...	...	...	...	...	...	...	...	...	47/10/-		
Gundy	7,650	404	...	...	...	...	...	127	21	...	148	40	...	...	...	...	...	...	...	...	...	40		
Gungal	3,900	...	...	...	...	...	...	23	...	...	23	18/10/-	...	...	...	...	...	...	...	...	...	18/10/-		
Gunnedah	127,370	8,457	538	1,396	630	363	183	1,204	583	59	1,846	236	...	2 at 100 140	91	...	52	...	...	78/10/-	...	917/10/-	Govt. building.	
Gunnedah Railway Station.[1]	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	At Railway Station.	
Gunning	47,200	1,436	248	685	271	223	97	480	82	28	590	200	...	110	...	...	...	...	...	4	...	314	Govt. building.	
Guntawang	2,770	...	...	...	...	...	...	14	...	...	14	20	...	...	...	...	...	...	...	...	...	20		
Guy Fawkes	...	333	...	...	...	...	...	...	20	...	20	10	...	...	...	...	...	...	...	...	...	10		
Guyong	4,450	...	...	...	...	...	...	...	...	...	...	13/10/-	...	...	...	...	...	...	...	...	...	13/10/-		
Guyra	16,440	1,120	96	520	151	27	18	238	67	19	324	50	...	...	...	...	26	...	...	...	...	85	At Railway Station.	
Hall	3,390	...	...	...	...	...	...	48	...	...	48	14	...	...	...	...	...	...	...	...	...	14		
Hamilton	135,190	1,556	724	960	746	818	454	555	75	39	669	150	78	...	120 52	...	52	...	5 Receiver Chmbr.	66/10/-	...	523/10/-	Govt. building.	
Hamilton Railway St.[1]	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	At Railway Station.	
Hampton	2,850	171	...	...	...	...	...	45	9	...	54	25	...	...	...	...	...	...	...	...	...	25		
Hanging Rock	4,370	...	...	...	...	...	...	83	...	...	83	18	...	...	...	...	...	...	...	...	...	18		
Harden	31,760	1,420	196	1,119	288	370	122	342	73	40	455	130	...	...	...	...	...	...	26 Cadet	3	...	159	Govt. building.	
Harefield	5,700	90	...	...	...	...	...	33	5	...	38	18	...	...	...	...	...	...	...	...	...	18	At Railway Station.	
Hargraves	22,960	399	41	335	51	37	41	94	26	16	136	87	...	...	...	...	...	...	...	...	26	113	Rented.	
Harnleigh	39,760	...	...	...	...	...	...	186	...	...	186	25	...	...	...	...	...	...	...	...	...	25		
Harrington	2,660	497	...	...	...	...	...	49	28	...	77	96/10/-	...	...	...	...	...	...	...	3	...	99/10/-	Govt. building.	
Harris-street	26,820	...	98	465	45	1,442	563	255	...	22	277	50/10/-	...	...	...	...	...	...	...	...	...	50/10/-		
Hartley	7,950	...	22	173	31	...	...	40	...	6	46	35	...	...	...	...	...	...	...	...	...	35		
Hartley Vale	24,580	475	274	648	254	188	156	140	27	27	194	100	13	...	...	...	...	...	...	3	26	142	Rented.	
Harwood Island	17,000	1,477	35	611	66	395	86	193	81	23	297	120	91	...	...	...	...	...	...	3	...	214	Govt. building.	
Hatfield	7,800	...	...	...	...	...	...	58	...	...	58	15	...	...	...	...	...	...	...	...	...	15		
Hay	460,480	16,443	1,270	2,759	1,130	1,256	565	2,526	1,187	117	3,830	362	190 160 ...	200 130 100	130 120	...	3 at 52	150	...	145/12/6	...	1,843/12/6	Govt. building.	
Hawkesbury—(*See* Brooklyn.)	...	721	...	...	...	...	...	...	39	...	39	...	...	...	...	...	...	...	...	...	...	...		
Haydonton	28,930	...	154	798	154	...	...	367	...	26	393	100	...	...	...	...	26	...	...	20/16/-	...	146/16/-	Telegraph Office at Railway Station.	
Haymarket	2,431,920	30,746	24,110	5,261	16,845	9,466	5,711	2,818	1,596	269	4,683	380	254 160 150	180 150 2 at 100	78 ...	78 65	3 at 52	...	...	55	300	2,206	Rented.	
Hazelgrove	3,510	...	...	...	...	...	...	10	...	...	10	19/10/-	...	...	...	...	...	...	...	...	...	19/10/-		
Heathcote	1,880	64	...	...	...	...	...	13	3	...	16	10	...	...	...	...	...	...	...	...	...	10	At Railway Station.	
Helensburgh	31,750	966	167	700	221	545	193	267	54	29	350	100	26	...	52	...	...	...	...	58	52	288	Rented.	

NOTE.—For references see page 53.

Name of Office.	Business transacted.							Revenue.				Expenditure.											Arrangements as regards Premises.
												Salaries.											
	No. of Letters posted.	No. of Telegrams transmitted.	No. of Postal Notes paid.	No. of Money Orders issued.	No. of Money Orders paid.	No. of Savings Bank deposits.	No. of Savings Bank withdrawals.	Postal.	Telegraphic.	Money Order and Postal Note.	Total.	Officers in Charge.	Assistants.	Operators.	Letter Carriers.	Mail Boys.	Messengers.	Line Repairers.	Other Employes.	Allowances.	Rent of Office.	Total.	
								£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	
Henty[34]	15,690	362	28	150	20	1	2	88	19	6	113	15	...	...	...	...	...	...	...	...	...	15	At Railway Station.
Hermidale	1,140	...	...	...	...	...	...	6	...	...	6	15	...	...	...	...	...	...	...	...	...	15	do
Hexham	9,420	208	65	214	47	86	36	44	12	7	63	57/10/-	...	...	...	...	...	...	5 Receives Charges.	...	...	62/10/-	
Hexham Railway St.	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	At Railway Station.
Hickey's Creek	3,650	...	...	...	...	...	...	22	...	...	22	17	...	...	...	...	...	...	...	...	...	17	
Hill End	30,570	1,857	157	1,033	312	280	156	372	121	41	534	190	40	...	110	...	...	...	...	40	...	380	Govt. building.
Hillgrove	89,970	4,510	171	1,692	338	1,111	384	655	288	74	1,017	190	26	100	65	...	39	...	...	5	...	425	do
Hillgrove West	13,920	1,412	19	823	57	475	107	130	83	29	242	120	...	...	...	...	...	...	...	2	20	142	Rented.
Hillston	81,530	5,451	173	1,008	317	286	117	743	394	42	1,179	264	...	120	91	...	52	150	...	50/12/6	...	717/12/6	Govt. building.
Hilltop	4,970	33	...	...	...	...	...	41	2	...	43	11	5	...	...	...	...	...	...	...	...	16	At Railway Station.
Hinton	14,200	417	83	161	69	75	36	119	16	7	142	100	...	...	...	...	...	...	...	3	39	142	Rented.
Hobby's Yards	6,260	...	...	...	...	...	...	102	...	...	102	26/10/-	...	...	...	...	...	...	...	...	...	26/10/-	
Holdsworthy	530	...	...	...	...	...	...	10	...	...	10	10	...	...	...	...	...	...	...	...	...	10	
Holmwood[34]	2,550	...	...	...	...	...	...	18	...	...	18	10	...	...	...	...	...	...	...	...	...	10	
Holt's Flat	7,480	171	...	...	...	...	...	48	11	...	59	30	...	...	...	...	...	...	...	...	...	30	
Homebush	53,530	13,356	230	170	167	468	184	291	716	11	1,018	200	91	140	2 at 91	...	52	...	...	151/10/-	...	816/10/-	Govt. building.
Homebush Cattle	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	
Hone Rule	5,960	...	30	153	58	41	32	56	...	5	61	56/10/-	...	...	...	...	...	...	...	...	...	56/10/-	
Honeysuckle Point	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	At Railway Station.
Hornsby	2,900	1,440	...	...	...	...	...	2	47	...	49	41	...	...	...	...	...	...	...	20	...	61	
Hornsby Junction	12,050	...	121	178	201	...	...	145	...	8	153	40	...	...	...	...	...	...	...	7/16/-	...	47/16/-	At Railway Station.
Hoskins' Town	2,990	...	6	116	14	...	...	42	...	4	46	18	...	...	...	...	...	...	...	...	...	18	
Howe's Valley	1,510	...	...	...	...	...	...	23	...	...	23	12	...	...	...	...	...	...	...	...	...	12	
Howlong	26,300	1,251	110	185	48	93	46	201	71	9	281	190	26	...	...	...	...	...	26 Cadet	3	42	287	Rented.
Hoxton Park	5,350	...	...	...	...	...	...	12	...	...	12	12/10/-	...	...	...	...	...	...	...	...	...	12/10/-	
Humula	2,440	...	...	...	...	...	...	45	...	...	45	12	...	...	...	...	...	...	...	...	...	12	
Hungerford	17,750	1,642	34	254	25	39	9	141	111	13	265	160	...	...	...	...	...	...	...	27	...	187	
Hunter's Hill	108,950	2,448	343	240	245	264	88	414	91	12	517	160	65	100	2 at 78 65	...	26	...	2 at 26 Switchboard attdt.	123/10/-	...	747/10/-	Govt. building.
Huntingdon	1,240	...	...	...	...	...	...	25	...	...	25	16	...	...	...	...	...	...	...	...	...	16	
Hurstville	101,460	1,892	597	289	543	643	379	357	61	17	435	160	20	...	110 78	...	30	...	...	81	81/16/-	569/16/-	Rented.
Huskisson	1,370	...	...	...	...	...	...	25	...	...	25	11	...	...	...	...	...	...	...	...	...	11	
Idaville	910	...	...	...	...	...	...	19	...	...	19	10/10/-	...	...	...	...	...	...	...	...	...	10/10/-	
Ilford	9,040	...	58	337	53	...	...	88	...	11	99	53/10/-	...	...	...	...	...	...	...	...	...	53/10/-	
Illabo	8,370	96	21	134	20	...	...	63	5	4	72	30	...	...	...	...	...	...	...	...	...	30	At Railway Station.
Iluka	2,970	...	...	...	...	...	...	23	...	...	23	24	...	...	...	...	...	...	...	...	...	24	
Ingleburn	25,840	230	...	...	...	...	...	93	13	...	106	22	...	...	...	...	...	...	...	...	...	22	At Railway Station.
Inverell	197,470	8,199	536	2,199	758	573	356	1,714	584	102	2,400	218	160 75	180 120	100	...	2 at 52	...	...	51/10/-	...	1,008/10/-	Govt. building.
Invergowrie[34]	300	...	...	...	...	...	...	...	...	...	...	10	...	...	...	...	...	...	...	...	...	10	
Iron Cove Bridge	6,580	...	...	...	...	...	...	35	...	...	35	36	...	...	...	...	...	...	...	...	...	36	
Irvington	1,730	168	...	...	...	...	...	13	10	...	23	26	...	...	...	...	...	...	...	10	...	36	
Islington	20,720	...	...	...	...	...	...	115	...	...	115	18	...	...	...	...	...	...	...	...	...	18	
Ivanhoe	16,690	1,819	14	193	61	33	13	201	139	7	347	160	...	...	...	...	...	...	...	23/10/-	25	208/10/-	Rented.
Jamberoo	37,510	917	77	410	87	158	52	229	50	15	294	91	...	...	...	...	...	...	...	1	...	92	
Jamison Town	1,480	...	...	...	...	...	...	10	...	...	10	10/10/-	...	...	...	...	...	...	...	...	...	10/10/-	
Jasper's Brush	3,680	...	...	...	...	...	...	6	...	...	6	10/10/-	...	...	...	...	...	...	...	12/10/-	...	23	
Jeir	5,720	...	...	...	...	...	...	57	...	...	57	20	...	...	...	...	...	...	...	...	...	20	
Jembaicumbene	4,020	...	...	...	...	...	...	18	...	...	18	13/10/-	...	...	...	...	...	...	...	...	...	13/10/-	
Jennings	...	39	...	...	...	...	...	58	2	...	60	...	...	...	...	...	...	...	...	...	...	...	
Jenolan Caves	5,610	421	26	218	14	...	...	64	24	10	98	100	...	...	...	...	...	...	...	...	13	113	Rented.

Jerangle	290	.....	...	...	...	...	...	10	...	...	10	10/10/-	...	...	...	...	...	...	...	.....	.....	10/10/-	
Jerildarie	93,330	4,046	128	805	205	222	84	724	284	36	1,044	254	26	120	...	...	52	...	...	7/10/-	.....	459/10/-	Govt. building.
Jerrara	1,220	.....	...	...	...	...	...	7	...	...	7	10/10/-	...	...	...	...	...	...	...	.....	.....	10/10/-	
Jerrawa	510	51	...	...	...	...	...	21	3	...	24	21	...	...	...	...	...	...	...	.....	.....	21	At Railway Station.
Jerrong	830	.....	...	...	...	...	...	22	...	...	22	11/10/-	...	...	...	...	...	...	...	.....	.....	11/10/-	
Jerry's Plains	19,450	776	19	228	51	42	13	113	43	8	164	100	...	...	...	...	52	...	...	4	.....	156	Govt. building.
Jerseyville	5,740	305	...	...	...	...	...	26	18	...	44	37	...	...	...	...	...	...	...	.....	.....	37	
Jervis Bay	.....	139	...	...	...	...	...	.....	8	...	8	...	...	...	...	...	...	...	...	.....	.....	.....	
Jiggi	350	.....	...	...	...	...	...	10	...	...	10	10/10/-	...	...	...	...	...	...	...	.....	.....	10/10/-	
Jimenbuan	2,120	.....	...	...	...	...	...	46	...	...	46	11/10/-	...	...	...	...	...	...	...	.....	.....	11/10/-	
Jindabyne	9,520	422	11	103	25	...	...	75	25	4	104	30	...	26	...	...	...	...	...	.....	.....	56	
Jindalee	2,220	.....	...	...	...	...	...	.....	...	...	.....	10	...	...	...	...	...	...	...	10	.....	20	
Jindera	7,100	278	15	117	30	52	26	55	16	4	75	57	...	...	...	...	...	...	...	.....	.....	57	
Jingellic	2,250	357	...	...	...	...	...	42	22	...	64	20	...	...	...	...	...	...	...	.....	.....	20	
Joadja Creek	3,260	.....	73	245	120	120	123	84	...	10	94	40	...	...	...	...	...	...	...	25	.....	65	
Judd's Creek	3,380	.....	...	...	...	...	...	36	...	...	36	11/10/-	...	...	...	...	...	...	...	.....	.....	11/10/-	
Jugiong	11,380	508	35	240	27	...	...	99	33	7	139	33/10/-	...	...	...	...	...	...	...	.....	.....	33/10/-	
Junee	148,540	5,929	552	2,091	629	841	317	1,082	341	81	1,504	254	110	160 78	65	...	39	...	...	62/10/-	.....	766/10/-	Govt. building.
Junee Railway Station	.....	249	...	...	...	...	...	.....	14	...	14	...	...	...	...	...	...	...	...	.....	.....	.....	At Railway Station.
Kangaloon	6,010	.....	1	148	16	...	...	37	...	5	42	22	...	...	...	...	...	...	...	.....	.....	22	
Kangaroo Creek	1,520	.....	...	...	...	...	...	25	...	...	25	16	...	...	...	...	...	...	...	.....	.....	16	
Kangaroo Valley	26,070	1,011	60	405	88	122	35	206	62	22	290	110	...	...	...	...	...	...	31/4/- Receiver Clerks.	1	26	168/4/-	Rented.
Kar's Springs	1,760	.....	...	...	...	...	...	21	...	...	21	10/10/-	...	...	...	...	...	...	...	.....	.....	10/10/-	
Karuah	3,640	.....	...	...	...	...	...	41	...	...	41	14/10/-	...	...	...	...	...	...	...	.....	.....	14/10/-	
Katoomba	77,650	4,226	646	1,163	604	347	192	984	246	52	1,282	200	26	91	100	...	2 at 52	...	...	56	100	686	Rented.
Katoomba Railway Station.[1]	.....	.....	...	...	...	...	...	.....	...	...	.....	...	...	...	...	...	...	...	...	.....	.....	.....	At Railway Station.
Kayuga	2,730	.....	...	...	...	...	...	11	...	...	11	11/10/-	...	...	...	...	...	...	...	.....	.....	11/10/-	
Keepit	1,870	.....	...	...	...	...	...	13	...	...	13	13/10/-	...	...	...	...	...	...	...	.....	.....	13/10/-	
Keiraville	2,140	.....	...	...	...	...	...	10	...	...	10	10	...	...	...	...	...	...	...	.....	.....	10	
Kelly's Plains	3,330	.....	...	...	...	...	...	12	...	...	12	12/10/-	...	...	...	...	...	...	...	.....	.....	12/10/-	
Kellyville	18,180	.....	...	...	...	...	...	52	...	...	52	13/10/-	...	...	...	...	...	...	...	.....	.....	13/10/-	
Kelso	20,790	704	135	323	223	134	60	167	38	14	219	160	40	...	...	...	...	...	...	2	40	242	Rented.
Kelso Railway Station.[1]	.....	.....	...	...	...	...	...	.....	...	...	.....	...	...	...	...	...	...	...	...	.....	.....	.....	At Railway Station.
Kembla Heights	4,680	.....	25	178	31	63	60	65	...	7	72	22	...	...	...	...	...	...	...	20	.....	42	
Kempsey	93,470	5,273	554	1,096	523	314	108	538	336	44	918	254	91	52	78	...	26	150	...	116	.....	767	Govt. building.
Kendall	5,440	360	21	169	32	...	...	66	21	6	93	58	...	...	...	...	...	...	...	1	.....	59	
Kenthurst	3,080	.....	...	...	...	...	...	13	...	...	13	12/10/-	...	...	...	...	...	...	...	.....	.....	12/10/-	
Kentucky	11,010	158	10	121	23	...	...	127	10	7	144	37	...	...	...	...	...	...	...	.....	.....	37	At Railway Station.
Kerrabee	5,910	.....	...	...	...	...	...	30	...	...	30	26	...	...	...	...	...	...	...	.....	.....	26	
Kerr's Creek	4,060	72	...	...	...	...	...	58	4	...	62	17	...	...	...	...	...	...	...	.....	.....	17	At Railway Station.
Kew	2,570	447	...	...	...	...	...	.....	29	...	29	48/10/-	...	...	...	...	...	...	...	.....	.....	48/10/-	
Khancoban	840	.....	...	...	...	...	...	10	...	...	10	10/10/-	...	...	...	...	...	...	...	.....	.....	10/10/-	
Kiah	570	.....	...	...	...	...	...	7	...	...	7	10/10/-	...	...	...	...	...	...	...	.....	.....	10/10/-	
Kialla	3,780	.....	...	...	...	...	...	.....	...	...	.....	13/10/-	...	...	...	...	...	...	...	.....	.....	13/10/-	
Kiama	105,000	4,242	895	978	623	704	326	973	214	53	1,240	299	...	2 at 180 78	100 78	...	52	150	26 Cadet.	124/10/-	.....	1,267/10/-	Govt. building.
Kiandra	6,590	644	39	338	83	55	29	117	38	13	168	99	...	...	...	...	...	...	...	3	.....	102	
Kilgin	1,500	.....	...	...	...	...	...	10	...	...	10	10/10/-	...	...	...	...	...	...	...	.....	.....	10/10/-	
Killawarra	880	.....	...	...	...	...	...	10	...	...	10	10/10/-	...	...	...	...	...	...	...	.....	.....	10/10/-	
Kimbriki	960	.....	...	...	...	...	...	10	...	...	10	10/10/-	...	...	...	...	...	...	...	.....	.....	10/10/-	
Kinchela Creek	3,620	259	18	136	22	10	9	39	16	5	60	80	...	...	...	...	...	...	...	15	13	108	Rented.
Kincumber	3,210	.....	...	...	...	...	...	37	...	...	37	14/10/-	...	...	...	...	...	...	...	.....	.....	14/10/-	
Kingstown	2,260	.....	...	...	...	...	...	12	...	...	12	10/10/-	...	...	...	...	...	...	...	.....	.....	10/10/-	
King-street	1,681,270	27,591	376	1,910	302	939	442	2,811	1,353	102	4,266	326	100	180 78	...	...	...	...	...	5	450	1,139	Rented.
Kingswood[1]	3,930	.....	...	...	...	...	...	.....	...	...	.....	15	...	...	...	...	...	...	...	.....	.....	15	At Railway Station.
Kiora	670	.....	...	...	...	...	...	11	...	...	11	11/10/-	...	...	...	...	...	...	...	.....	.....	11/10/-	
Knorrit Flat	1,930	.....	...	...	...	...	...	14	...	...	14	11	...	...	...	...	...	...	...	.....	.....	11	

NOTE.—For references see page 53.

Name of Office.	Business transacted.							Revenue.				Expenditure.											Arrangements as regards Premises.
												[Salaries.											
	No. of Letters posted.	No. of Telegrams transmitted.	No. of Postal Notes paid.	No. of Money Orders issued.	No. of Money Orders paid.	No. of Savings Bank deposits.	No. of Savings Bank withdrawals.	Postal.	Telegraphic	Money Order and Postal Note.	Total.	Officers in Charge.	Assistants.	Operators.	Letter Carriers	Mail Boys.	Messengers.	Line Repairers.	Other Employés.	Allowances.	Rent of Office.	Total.	
								£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	
Kogarah	71,340	3,173	535	345	440	1,083	547	327	116	20	463	140	25	...	135 78 52 39	78	52 39	...	...	91/4/-	.....	729/4/-	Govt. building.
Kookabookra	5,190	.....	15	95	13	12	5	14	...	3	17	23	...	...	...	...	...	...	...	.....	.....	23	
Koorawatha	10,420	280	...	...	...	...	...	.....	16	...	16	15	...	...	...	...	...	...	...	.....	.....	15	At Railway Station.
Krambach	8,130	259	23	188	25	...	...	44	16	7	67	82/10/-	...	...	...	...	...	...	...	.....	.....	82/10/-	
Krawarree	2,030	.....	...	...	...	...	...	25	...	...	25	15/10/-	...	...	...	...	...	...	...	.....	.....	15/10/-	
Kunopia	2,350	519	4	62	4	37	5	76	34	3	113	130	...	...	...	...	...	...	...	53	15	198	Rented.
Kurrajong	8,230	356	...	...	...	...	...	111	26	...	137	56	...	...	...	...	...	...	...	.....	.....	56	
Kurrajong Heights	7,600	267	...	...	...	...	...	43	14	...	57	47/10/-	...	...	...	...	...	...	...	.....	.....	47/10/-	
Kyamba	6,080	209	...	...	...	...	...	33	13	...	46	165	16	...	...	...	...	...	...	47/12/6	.....	228/12/6	Govt. building.
Kyle	1,290	.....	...	...	...	...	...	10	...	...	10	14/10/-	...	...	...	...	...	...	...	.....	.....	14/10/-	
Laggan	13,400	291	...	...	...	...	...	108	18	...	126	64/10/-	...	...	...	...	...	...	...	.....	.....	64/10/-	
Laguna	5,350	.....	...	...	...	...	...	55	...	...	55	19	...	...	...	...	...	...	...	.....	.....	19	
Lake Albert	1,040	.....	...	...	...	...	...	.....	...	...	.....	10	...	...	...	...	...	...	...	.....	.....	10	
Lake Bathurst	8,830	.....	...	...	...	...	...	101	...	...	101	19/10/-	...	...	...	...	...	...	...	13	.....	32/10/-	
Lake Cudgellico	20,300	1,762	50	572	106	139	37	238	109	24	471	218	78	...	...	...	...	...	...	4	40	340	Rented.
Lambton	89,340	1,030	343	504	542	367	159	258	43	22	323	218	30	78	145 62	...	...	...	...	73	.....	596	Govt. building.
Landsdown	610	.....	...	...	...	...	...	8	...	...	8	11/10/-	...	...	...	...	...	...	...	.....	.....	11/10/-	
Lanadale	3,960	.....	...	...	...	...	...	84	...	...	84	10/10/-	...	...	...	...	...	...	...	.....	.....	10/10/-	
La Perouse	7,690	1,132	...	...	...	...	...	17	47	...	64	8	...	...	...	...	...	...	...	.....	.....	.....	Govt. building.
Larga	6,590	140	56	77	32	...	...	45	8	2	55	59	...	...	...	...	...	...	...	.....	.....	59	
Laurieton	10,890	1,327	24	334	96	103	30	152	81	12	245	150	65	...	...	...	...	...	...	4	.....	219	
Lawrence	27,040	1,383	78	558	133	55	34	141	81	19	241	190	20	...	...	...	39	...	...	39	.....	288	Govt. building.
Lawson	23,420	1,152	161	273	125	100	62	319	59	16	394	130	100	...	...	...	...	...	...	8	60	298	Rented.
Lawson Railway Station.[1]	.....	.....	...	...	...	...	...	.....	...	...	.....	...	...	...	...	...	...	...	...	.....	.....	.....	At Railway Station.
Leadville	24,790	1,209	34	472	145	58	38	159	76	16	251	100	52	...	...	...	...	...	...	2	.....	154	
Leet's Vale	1,510	.....	...	...	...	...	...	22	...	...	22	11	...	...	...	...	...	...	...	.....	.....	11	
Legislative Assembly[88] *(See Parliament Hse.)*	.....	.....	...	...	...	...	...	.....	...	...	.....	...	...	...	...	...	...	...	...	.....	.....	.....	Govt. building.
Leichhardt	701,960	4,423	1,575	958	1,685	3,131	1,382	1,434	170	47	1,651	180	...	120 100 78	125 120 105 2 at 66 26	78 65	52 39 26	...	...	78	.....	1,422	do
Lewis Ponds	5,320	174	26	83	75	11	14	49	10	3	62	52	...	...	...	...	...	...	...	.....	.....	52	
Liddell	1,250	.....	...	...	...	...	...	17	...	...	17	10/10/-	...	...	...	...	...	...	...	7	.....	17/10/-	
Lidsdale	13,520	.....	9	64	33	22	16	35	...	2	37	34	...	...	...	...	...	...	...	30	.....	64	
Lilyfield	6,520	.....	...	...	...	...	...	36	...	...	36	16	...	...	...	...	...	...	...	.....	.....	16	
Limeburner's Creek	3,230	.....	...	...	...	...	...	37	...	...	37	23	...	...	...	...	...	...	...	.....	.....	23	
Limekilns	1,370	.....	...	...	...	...	...	17	...	...	17	11/10/-	...	...	...	...	...	...	...	.....	.....	11/10/-	
Limestone	580	.....	...	...	...	...	...	.....	...	...	.....	10	...	...	...	...	...	...	...	.....	.....	10	
Linburn	2,720	.....	...	...	...	...	...	24	...	...	24	11	...	...	...	...	...	...	...	.....	.....	11	
Lincoln	430	.....	...	...	...	...	...	14	...	...	14	14/10/-	...	...	...	...	...	...	...	.....	.....	14/10/-	
Linden	.....	82	...	...	...	...	...	.....	5	...	5	...	...	...	...	...	...	...	...	.....	.....	.....	At Railway Station.
Lionsville	3,230	.....	...	...	...	...	...	49	...	...	49	17/10/-	...	...	...	...	...	...	...	.....	.....	17/10/-	
Lismore	162,340	12,778	857	2,273	1,220	754	403	1,239	878	96	2,213	254	140	170 120 100	91 52	66	52 26	150	...	130	.....	1,350	Govt. building.
Lithgow	160,590	3,372	1,193	1,791	1,273	53	508	959	193	89	1,241	254	78	...	91 78	...	52 26	...	...	99	.....	678	do

Lithgow Rly. Sta.[1]	.....	.....	...	...	...	...	...	.....	...	...	.....	...	...	...	...	...	...	...	...	...	.....	.....	.....	At Railway Station.
Little Billabong	3,780	.....	...	...	...	...	...	42	...	...	42	42	...	...	...	...	...	...	...	...	.....	.....	42	
Little Hartley	5,640	.....	21	143	15	...	...	60	...	5	65	29/10/-	...	...	...	...	...	...	...	...	.....	.....	29/10/-	
Little Plain	3,190	.....	...	...	...	...	...	21	...	...	21	16	...	...	...	...	...	...	...	...	.....	.....	16	
Liverpool	90,310	3,011	1,040	787	1,128	961	503	556	173	32	761	218	...	120	65 52	73	...	...	5 Receiver Cleaner.	109/10/-	.....	.....	647/10/-	Govt. building.
Llandilo	2,610	.....	...	...	...	...	...	10	...	...	10	10/10/-	...	...	...	...	...	...	...	.....	.....	.....	10/10/-	
Llangothlin	8,240	.....	...	...	...	...	...	73	...	...	73	17	...	...	...	...	...	...	...	25	.....	.....	42	
Lochinvar	14,270	532	90	214	123	85	36	107	29	7	143	100	...	...	...	...	52	...	...	1/10/-	31/4/-	184/14/-		Rented.
Lochinvar Railway Station.[1]	.....	.....	...	...	...	...	...	.....	...	...	.....	...	...	...	...	...	...	...	...	.....	.....	.....		At Railway Station.
Locksley	4,870	51	...	...	...	...	...	49	3	...	52	12	...	...	...	...	...	...	...	.....	.....	12		do
Loftus	.....	.....	...	...	...	...	...	.....	...	...	.....	...	...	...	...	...	...	...	...	.....	.....	.....		do
Long Creek	4,130	.....	...	...	...	...	...	41	...	...	41	11	...	...	...	...	...	...	...	.....	.....	11		
Long Flat	820	.....	...	...	...	...	...	10	...	...	10	10/10/-	...	...	...	...	...	...	...	.....	.....	10/10/-		
Long Reach	3,790	.....	...	...	...	...	...	27	...	...	27	17	...	...	...	...	...	...	...	.....	.....	17		
Longueville	6,100	318	...	...	...	...	...	.....	10	...	10	38	...	...	...	...	...	...	...	5	.....	43		
Lord Howe Island	830	.....	...	...	...	...	...	7	...	...	7	10/10/-	...	...	...	...	...	...	...	6	.....	16/10/-		
Lostock	3,100	.....	...	...	...	...	...	23	...	...	23	14/10/-	...	...	...	...	...	...	...	.....	.....	14/10/-		
Louth	2,780	1,795	41	379	74	116	26	208	131	21	360	200	20	78	...	...	...	150	...	58/15/-	.....	506/15/-		Govt. building.
Lower Botany	22,240	.....	118	416	104	588	233	141	...	19	160	160	...	120	130	78	52	...	...	36/10/-	60	636/10/-		Rented.
Lower Hawkesbury	760	.....	...	...	...	...	...	11	...	...	11	11/10/-	...	...	...	...	...	...	...	.....	.....	11/10/-		
Lower Mangrove	1,800	.....	...	...	...	...	...	44	...	...	44	12/10/-	...	...	...	...	...	...	...	.....	.....	12/10/-		
Lower Portland	3,160	.....	8	140	16	...	...	41	...	4	45	17/10/-	...	...	...	...	...	...	...	.....	.....	17/10/-		
Lower Tarcutta	1,920	.....	...	...	...	...	...	23	...	...	23	14/10/-	...	...	...	...	...	...	...	.....	.....	14/10/-		
Lower Yammatree	1,360	.....	...	...	...	...	...	26	...	...	26	10/10/-	...	...	...	...	...	...	...	.....	.....	10/10/-		
Lowesdale	3,790	.....	...	...	...	...	...	10	...	...	10	21/10/-	...	...	...	...	...	...	...	.....	.....	21/10/-		
Lowther	2,160	.....	...	...	...	...	...	24	...	...	24	13	...	...	...	...	...	...	...	.....	.....	13		
Lucknow	19,150	1,370	57	887	92	335	144	212	76	36	324	160	...	...	...	...	...	...	...	3	.....	163		
Luddenham	4,530	.....	112	122	50	...	...	83	...	5	88	25/10/-	...	...	...	...	...	...	...	.....	.....	25/10/-		
Lue	4,630	.....	35	288	64	...	...	96	...	8	104	40	...	...	...	...	...	...	...	.....	.....	40		
Lyndhurst	13,970	219	46	204	41	...	...	100	12	10	122	49	...	...	...	...	...	...	...	.....	.....	49		At Railway Station.
Macdonaldtown	6,340	.....	226	67	147	334	204	112	...	3	115	24	...	...	113 100	...	...	...	...	.....	.....	239		
Macksville	16,010	1,263	57	417	88	91	22	86	84	15	185	190	12	78	...	...	...	...	...	3	30	313		Rented.
Maclean	67,810	4,605	365	1,026	345	316	156	453	298	45	826	254	66	150 110	100	...	...	...	...	21	.....	700		Govt. building.
Mahonga	1,470	.....	...	...	...	...	...	12	...	...	12	12/10/-	...	...	...	...	...	...	...	.....	.....	12/10/-		
Major's Creek	8,020	381	37	-334	61	137	101	117	23	15	155	160	...	...	...	...	...	...	...	28	.....	188		Govt. building.
Malebo	2,110	.....	...	...	...	...	...	10	...	...	10	10	...	...	...	...	...	...	...	.....	.....	10		
Manar	3,740	.....	...	...	...	...	...	40	...	...	40	11/10/-	...	...	...	...	...	...	...	.....	.....	11/10/-		
Mandalong	800	.....	...	...	...	...	...	11	...	...	11	10/10/-	...	...	...	...	...	...	...	10	.....	20/10/-		
Mandurama	65,810	622	...	...	...	...	...	302	35	...	337	78	...	...	...	...	...	...	...	20	.....	98		
Mandurama Railway Station.[1]	.....	.....	...	...	...	...	...	.....	...	...	.....	...	...	...	...	...	...	...	...	.....	.....	.....		At Railway Station.
Mangrove Creek	2,880	.....	...	...	...	...	...	54	...	...	54	13	...	...	...	...	...	...	...	.....	.....	13		
Manildra	9,010	82	...	...	...	...	...	96	4	...	100	25	...	...	...	...	...	...	...	15	.....	40		
Manilla	35,820	1,716	53	585	84	256	114	383	117	22	522	190	78	...	...	...	...	...	...	4	60	358		Rented.
Manly	131,660	8,465	795	494	691	892	364	942	277	28	1,247	254	26 ...	170 140	110 78 65	26	39	...	39 (incl. other) 262 (incl. other) 26	124/10/-	.....	1,097/10/-		Govt. building.
March	780	.....	...	...	...	...	...	10	...	...	10	11/10/-	...	...	...	...	...	...	...	.....	.....	11/10/-		
Marengo	8,790	416	13	137	27	34	23	79	26	5	110	160	...	...	...	...	...	...	...	3	.....	163		Govt. building.
Marlee	1,450	.....	...	...	...	...	...	17	...	...	17	11/10/-	...	...	...	...	...	...	...	.....	.....	11/10/-		
Marlow	1,610	.....	...	...	...	...	...	22	...	...	22	11	...	...	...	...	...	...	...	.....	.....	11		
Marrangaroo	3,080	.....	...	...	...	...	...	36	...	...	36	11	...	...	...	...	...	...	...	.....	.....	11		At Railway Station.
Marrickville	322,130	5,117	1,483	852	1,561	2,562	1,335	1,015	191	34	1,240	254	...	130 91	135 120 115 105 3 at 91	78 65	3 at 52	...	...	371/10/-	.....	1,893/10/-		Govt. building.

NOTE.—For references see page 59. § Cable Company allowed £300 per annum to provide salaries of officials.

Name of Office.	Business transacted.							Revenue.				Expenditure.											Arrangements as regards Premises
												Salaries.											
	No. of Letters Posted.	No. of Telegrams transmitted.	No. of Postal Notes paid.	No. of Money Orders issued.	No. of Money Orders paid.	No. of Savings-Bank deposits.	No. of Savings Bank withdrawals.	Postal.	Telegraphic.	Money Order and Postal Notes.	Total.	Officers in charge.	Assistants.	Operators.	Letter Carriers.	Mail Boys.	Messengers.	Line Repairers.	Other employés.	Allowances.	Rent of Office.	Total.	
								£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	
Marsden Park	3,910	...	...	...	...	...	...	3	...	...	3	15/10/-	...	...	...	...	...	...	...	7/10/-	...	23	
Marsden's	389,920	2,390	50	335	58	67	34	230	157	11	398	120	...	...	...	...	52	...	...	25	36	233	Rented.
Marshall M'Mahon Reef.	120	...	...	...	...	...	...	...	...	...	...	10	...	...	...	...	...	...	...	...	...	10	
Marshall Mount	1,720	...	...	...	...	...	...	10	...	...	10	10/10/-	...	...	...	...	...	...	...	...	...	10/10/-	
Martinsville	270	...	...	...	...	...	...	18	...	...	18	10/10/-	...	...	...	...	...	...	...	15	...	25/10/-	
Marulan	28,370	739	174	388	221	164	90	295	43	21	359	150	20	...	...	...	26	...	...	24	...	220	Govt. building.
Maryland	3,640	...	...	...	...	...	...	44	...	...	44	24	...	...	...	...	...	...	...	...	...	24	
Maryvale	4,870	116	8	163	10	44	29	49	6	6	61	22	...	...	...	...	...	...	...	...	...	22	At Railway Station.
Matheson	5,600	...	...	...	...	...	...	48	...	...	48	21	...	...	...	...	...	...	...	...	...	21	
Mathoura	10,640	603	15	163	18	...	...	87	35	7	129	60/10/-	...	...	...	...	...	...	...	...	...	60/10/-	At Railway Station.
Maude[21]	6,430	231	...	...	...	...	...	117	14	...	131	56	...	...	...	...	...	...	...	...	...	56	
Mayfield	2,390	...	...	...	...	...	...	26	...	...	26	10/10/-	...	...	...	...	...	...	...	...	...	10/10/-	
May's Hill	1,520	...	...	...	...	...	...	10	...	...	10	10/10/-	...	...	...	...	...	...	...	...	...	10/10/-	
Meadow Bank[22]	5,620	...	...	...	...	...	...	10	...	...	10	10	...	...	...	...	...	...	...	...	...	10	At Railway Station.
Meadow Flat	3,640	...	...	...	...	...	...	84	...	...	84	30/10/-	...	...	...	...	...	...	...	...	...	30/10/-	
Medlow[23]	4,570	289	...	...	...	...	...	10	16	...	26	11	...	52	...	...	...	...	...	...	...	63	
Megalong	2,370	...	...	...	...	...	...	10	...	...	10	10/10/-	...	...	...	...	...	...	...	...	...	10/10/-	
Menangle	15,280	209	38	158	40	...	...	96	11	9	116	45	...	...	...	...	...	...	...	...	...	45	At Railway Station.
Menindie	37,810	4,176	47	574	112	96	33	432	350	31	813	227	...	120	...	...	52	150	...	81/12/6	...	630/12/6	Govt. building.
Merambura	2,370	...	29	190	30	54	21	51	...	8	59	38	...	...	...	...	...	...	...	...	...	38	
Merewether	19,540	792	309	438	523	478	315	369	40	22	431	150	78	...	105 65	...	...	...	...	39/10/-	35	472/10/-	Rented.
Merigal	2,900	...	...	...	...	...	...	62	...	...	62	14	...	...	...	...	...	...	...	...	...	14	
Merimbula	7,660	785	22	154	39	62	13	64	41	6	111	100	...	...	...	...	...	...	...	2	30	132	Rented.
Merindee	1,320	...	...	...	...	...	...	14	...	...	14	14/10/-	...	...	...	...	...	...	...	...	...	14/10/-	
Meroe	5,230	...	...	...	...	...	...	45	...	...	45	21	...	...	...	...	...	...	...	...	...	21	
Merrilla	1,500	...	...	...	...	...	...	16	...	...	16	16/10/-	...	...	...	...	...	...	...	...	...	16/10/-	
Merriwa	49,910	1,939	79	544	78	89	39	405	122	25	552	100	...	160	...	...	52	...	...	3/10/-	...	315/10/-	Govt. building.
Merrygoen	6,190	...	...	...	...	...	...	97	...	...	97	27/10/-	...	...	...	...	...	...	...	...	...	27/10/-	
Merrylands[1]	10,940	624	...	...	...	...	...	60	25	...	85	11	...	...	65	...	...	...	...	36/10/-	...	112/10/-	At Railway Station
Michelago	8,720	570	31	459	43	30	7	109	35	16	160	40	...	...	...	...	...	...	...	...	...	40	do
Middle Arm	1,380	...	...	...	...	...	...	13	...	...	13	13/10/-	...	...	...	...	...	...	...	...	...	13/10/-	
Middledale	640	...	...	...	...	...	...	19	...	...	19	10/10/-	...	...	...	...	...	...	...	...	...	10/10/-	
Middleton-street	35,000	...	...	...	...	...	...	777	...	...	777	56/10/-	...	...	...	...	...	...	...	...	...	56/10/-	
Military Road	...	747	...	...	...	...	...	...	23	...	23	20	...	...	...	...	...	...	...	...	...	20	
Millamurra	80	...	...	...	...	...	...	11	...	...	11	11/10/-	...	...	...	...	...	...	...	...	...	11/10/-	
Miller's Forest	4,080	100	33	71	20	...	...	40	5	3	48	28	...	16	...	...	...	...	...	...	...	44	
Miller's Point	83,480	2,453	163	676	155	1,176	685	252	108	37	397	130	25	...	...	...	52	...	...	...	156	363	Rented.
Millfield	4,440	111	...	...	...	...	...	45	7	...	52	43/10/-	...	...	...	...	...	...	...	...	...	43/10/-	
Millie	31,210	1,543	9	226	26	...	...	269	102	16	387	100	78	...	...	...	...	...	...	23	50	251	Rented.
Millthorpe	48,010	1,462	165	522	188	148	101	461	80	23	564	130	26	52	...	...	...	...	...	23	32/10/-	263/10/-	do
Millthorpe Railway Station.[1]	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	At Railway Station.
Milperinka	30,650	1,785	15	271	34	68	7	212	155	12	379	180	...	78	...	...	...	...	...	33/10/-	40	331/10/-	Rented.
Milson's Point	45,690	4,577	308	427	126	...	...	671	172	20	863	130	...	100	91 65	...	52 26	...	...	66/10/-	39	569/10/-	do
Milton	81,760	1,813	213	808	228	249	78	504	116	32	652	218	...	100	78	...	...	150	...	102	...	648	Govt. building.
Mingelo	2,600	...	...	...	...	...	...	29	...	...	29	11	...	...	...	...	...	...	...	...	...	11	
Miniti	2,940	1,202	177	630	363	918	283	290	52	33	375	160	65	...	100	...	...	...	...	28	50	403	Rented.
Minto[1]	12,190	123	...	...	...	...	...	99	6	...	105	30	...	...	...	...	20/16/-	...	...	...	...	50/16/-	At Railway Station.
Mitchell's Flat	3,690	...	...	...	...	...	...	10	...	...	10	10	...	...	...	...	...	...	...	...	...	10	
Mitchell's Island	1,340	...	...	...	...	...	...	10	...	...	10	10/10/-	...	...	...	...	...	...	...	...	...	10/10/-	
Mittagong	63,360	1,996	611	894	467	460	256	544	108	38	690	218	...	78	91	...	52	150	...	93	...	682	Govt. building.

Millengong Railway Station.	.....	11	...	...	...	...	...	.....	1	...	.....	...	...	...	...	...	...	...	...	.....	.....	.....	At Railway Station.
Mitta Mitta	3,110	.....	...	...	...	...	...	18	...	...	18	11/10/-	...	...	...	...	...	...	...	.....	.....	11/10/-	
Moama	34,150	1,624	123	227	186	97	60	301	92	9	402	190	...	100	65	52	...	...	...	8	.....	415	Govt. building.
Moatefield	2,150	.....	...	...	...	...	...	34	...	...	34	21/10/-	...	...	...	...	...	...	...	18	.....	39/10/-	
Mogilla	2,370	.....	...	...	...	...	...	20	...	...	20	20/10/-	...	...	...	...	...	...	...	.....	.....	20/10/-	
Mogil Mogil	1,340	1,813	9	268	23	82	22	132	121	10	263	100	...	...	...	...	...	...	...	26	37	163	Rented.
Mogo	4,190	274	9	146	20	...	...	101	14	5	120	50	...	...	...	...	...	...	...	.....	.....	50	
Moira	1,820	.....	...	...	...	...	...	22	...	...	22	24/10/-	...	...	...	...	...	...	...	.....	.....	24/10/-	
Molong	153,550	3,922	626	1,731	858	656	342	878	244	68	1,190	227	65	...	91	...	26	...	...	60/10/-	.....	459/10/-	Govt. building.
Molong Rail'y Stn.[1]	.....	.....	...	...	...	...	...	.....	...	...	.....	...	...	...	...	...	...	...	...	.....	.....	.....	At Railway Station.
Molonglo	11,540	282	15	90	13	94	42	66	16	6	88	74	...	...	...	...	...	...	...	1	.....	75	
Money Order Office	.....	6,231	...	...	...	...	...	.....	382	...	382	...	...	...	...	...	...	...	...	.....	.....	.....	Govt. building.
Mongarlowe	5,720	.....	56	161	45	...	...	40	...	6	46	15/10/-	...	...	...	...	...	...	...	.....	.....	15/10/-	
Monkerai	1,870	.....	...	...	...	...	...	42	...	...	42	12	...	...	...	...	...	...	...	.....	.....	12	
Monteagle	4,750	.....	...	...	...	...	...	76	...	...	76	17/10/-	...	...	...	...	...	...	...	26	.....	43/10/-	
Montefiores	37,320	.....	...	...	...	...	...	50	...	...	50	28	...	...	...	...	...	...	...	30	.....	58	
Moonan Brook	5,670	444	14	201	27	30	12	111	26	8	145	50/10/-	...	...	...	...	...	...	...	.....	.....	50/10/-	
Moonbah	2,590	.....	...	...	...	...	...	38	...	...	38	11/10/-	...	...	...	...	...	...	...	.....	.....	11/10/-	
Moonbi Railway Station.	8,350	315	58	375	61	47	19	76	20	12	108	30	...	...	...	...	...	...	...	.....	.....	30	At Railway Station.
Moor Creek	610	.....	...	...	...	...	...	21	...	...	21	10/10/-	...	...	...	...	...	...	...	.....	.....	10/10/-	
Moorilda	4,560	.....	...	...	...	...	...	18	...	...	18	27	...	...	...	...	...	...	...	.....	.....	27	
Moorland	2,550	6	...	...	...	...	...	40	1	...	41	25/10/-	...	...	...	...	...	...	...	.....	.....	25/10/-	
Moorwatha	1,250	.....	...	...	...	...	...	24	...	...	24	11	...	...	...	...	...	...	...	.....	.....	11	
Morangarell	7,480	752	16	97	27	19	3	74	49	5	128	130	...	...	...	...	...	...	...	.....	.....	130	Govt. building.
Moree	1,063,410	10,999	350	1,813	612	498	192	1,811	796	79	2,686	209	40	200 130	78	...	39	...	...	79/10/-	39	814/10/-	Rented.
Morisset	.....	110	...	...	...	...	...	.....	7	...	7	...	...	...	...	...	...	...	...	.....	.....	.....	At Railway Station.
Morongla Creek	2,280	.....	...	...	...	...	...	25	...	...	25	15/10/-	...	...	...	...	...	...	...	.....	.....	15/10/-	
Morpeth	88,290	2,356	289	571	199	247	127	418	127	21	566	236	100	...	150	...	52	...	...	26/5/-	.....	564/5/-	Govt. building.
Morpeth Railway Station.[1]	.....	.....	...	...	...	...	...	.....	...	...	.....	...	...	...	...	...	...	...	...	.....	.....	.....	At Railway Station.
Mortdale	2,670	.....	...	...	...	...	...	56	...	...	56	11/10/-	...	...	...	...	...	...	...	39	.....	50/10/-	
Mortlake	7,710	303	...	...	...	...	...	19	9	...	28	49/10/-	...	...	...	...	...	...	...	.....	.....	49/10/-	
Moruya	142,450	3,875	396	1,159	509	242	92	536	245	45	826	218	91	100	78	...	...	150	...	127/12/6	.....	764/12/6	Govt. building.
Moruya Heads	.....	211	...	...	...	...	...	.....	14	...	14	52	...	...	...	...	...	...	...	.....	.....	52	
Morven	7,720	.....	...	...	...	...	...	46	...	...	46	17/10/-	...	...	...	...	...	...	...	.....	.....	17/10/-	
Mosman	399,740	1,767	127	205	151	371	150	195	62	10	267	120	...	...	91 78 26	...	52	...	...	143/10/-	40	550/10/-	Rented.
Mossgiel	25,020	1,973	17	283	53	51	16	393	140	15	548	190	40	...	...	...	...	...	...	3/10/-	52	285/10/-	Rented.
Moss Vale	140,760	5,392	745	1,136	743	544	218	1,019	321	63	1,403	200	150 20	91	91	...	52	...	...	98	.....	700	Govt. building.
Moulamein	24,660	1,729	44	464	64	45	22	252	116	18	386	227	78	...	...	...	...	...	...	49/12/6	.....	354/12/6	do
Mount Adrah	600	.....	...	...	...	...	...	3	...	...	3	10	...	...	...	...	...	...	...	.....	.....	10	
Mount Costigan	3,980	.....	...	...	...	...	...	27	...	...	27	11/10/-	...	...	...	...	...	...	...	.....	.....	11/10/-	
Mount Browne	730	.....	...	...	...	...	...	3	...	...	3	10	...	...	...	...	...	...	...	.....	.....	10	
Mount Druitt	2,400	124	...	...	...	...	...	.....	6	...	6	10	...	...	...	...	...	...	...	.....	.....	10	At Railway Station.
Mount Elliott	4,750	.....	...	...	...	...	...	15	...	...	15	15/10/-	...	...	...	...	...	...	...	.....	.....	15/10/-	
Mount Harris	18,310	.....	...	...	...	...	...	35	...	...	35	26	...	...	...	...	...	...	...	.....	.....	26	
Mount Hope	9,770	2,126	24	429	50	78	60	171	145	18	334	140	30	...	...	...	...	...	...	3	52	225	Rented.
Mount Hunter	500	.....	...	...	...	...	...	28	...	...	28	12	...	...	...	...	...	...	...	.....	.....	12	
Mount Ida	3,370	.....	...	...	...	...	...	65	...	...	65	11	...	...	...	...	...	...	...	.....	.....	11	
Mount Keira	3,370	.....	...	...	...	...	...	27	...	...	27	11	...	...	...	...	...	...	...	.....	.....	11	
Mount Kembla	29,670	952	8	125	41	56	35	.....	55	5	60	33	...	9	...	...	...	...	...	.....	.....	42	
Mount M'Donald	14,100	641	22	547	73	64	22	216	39	18	273	91	...	...	...	...	...	...	...	3	24	118	Rented.
Mount Mitchell	1,670	.....	...	...	...	...	...	38	...	...	38	11/10/-	...	...	...	...	...	...	...	.....	.....	11/10/-	
Mount Victoria	30,960	2,118	203	522	194	165	60	382	111	23	516	254	25	120	...	...	52	...	...	5	.....	456	Govt. building.
Mount Victoria Railway Station.[1]	.....	.....	...	...	...	...	...	.....	...	...	.....	...	...	...	...	...	...	...	...	.....	.....	.....	At Railway Station.
Mount Vincent	4,260	.....	18	100	39	...	...	39	...	3	42	19	...	...	...	...	...	...	...	.....	.....	19	

NOTE.—For references see page 59.

Name of Office.	Business transacted.							Revenue.				Expenditure.											Arrangements as regards Premises.
												Salaries.											
	No. of Letters posted.	No. of Telegrams transmitted.	No. of Postal Notes paid.	No. of Money Orders issued.	No. of Money Orders paid.	No. of Savings Bank deposits.	No. of Savings Bank withdrawals.	Postal.	Telegraphic.	Money Order and Postal Note.	Total.	Officers in charge.	Assistants.	Operators.	Letter Carriers	Mail Boys.	Messengers.	Line Repairers.	Other Employés.	Allowances.	Rent of Office.	Total.	
								£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	
Mudgee	302,560	8,555	1,671	3,174	2,259	862	420	2,285	598	132	3,015	299	140 91	150 140 120	125 78	...	52 39	150	...	155/10/-	.....	1,539/10/-	Govt. building.
Mudgee Rail'y Stn.[1]	.....	.....	...	...	...	...	...	.....	...	...	.....	...	...	...	...	...	...	...	...	.....	.....	.....	At Railway Station.
Mulgoa	16,950	466	48	144	69	44	27	114	27	6	147	110	20	...	...	...	...	...	...	.....	.....	.....	
Mulgrave	3,820	79	...	...	...	...	...	16	4	...	20	21	...	...	...	...	...	...	...	3	.....	133	do
Mullaley[40]	4,880	582	...	...	...	...	...	.....	36	...	36	48	...	...	...	...	...	...	...	.....	.....	21	do
Mullengandra	1,100	.....	...	...	...	...	...	15	...	...	15	20/10/-	...	...	...	...	...	...	...	.....	.....	48	
Mullengudgery	4,040	.....	...	...	...	...	...	26	...	...	26	17/10/-	...	...	...	...	...	...	...	.....	.....	20/10/-	
Mullion Creek	4,150	129	...	...	...	...	...	31	7	...	38	11	...	...	...	...	...	...	...	.....	.....	17/10/-	
Mulloon	1,480	.....	...	...	...	...	...	7	...	...	7	12/10/-	...	...	...	...	...	...	...	.....	.....	11	At Railway Station.
Mullumbimby	3,320	392	...	...	...	...	...	17	25	...	42	27	...	...	...	...	...	...	...	.....	.....	12/10/-	
Mulwala	21,310	1,196	61	347	47	104	34	217	79	13	309	190	...	...	...	...	...	...	...	.....	.....	27	
Mumbil	9,150	108	...	...	...	...	...	22	6	...	28	11	...	...	...	...	...	...	...	3	.....	193	Govt. building.
Mummel	2,860	.....	...	...	...	...	...	.....	...	...	.....	14/10/-	...	...	...	...	...	...	...	.....	.....	11	At Railway Station.
Mundooran	12,670	745	29	342	32	21	3	156	46	12	214	150	65	...	...	...	...	...	...	.....	.....	14/10/-	
Mungindi	16,370	2,942	9	605	107	82	30	236	191	25	452	160	10	...	...	...	...	...	...	2	45	262	Rented.
Mungunyah	3,180	.....	...	...	...	...	...	13	...	...	13	13/10/-	...	...	...	...	...	...	...	6	35	211	do
Murga	6,640	.....	...	...	...	...	...	48	...	...	48	24	...	...	...	...	...	...	...	.....	.....	13/10/-	
Murrumbateman	4,070	.....	...	...	...	...	...	31	...	...	31	17	...	...	...	...	...	...	...	.....	.....	24	
Murrumbidgerie	4,800	252	34	257	39	...	...	64	14	9	87	21	...	...	...	...	...	...	...	.....	.....	17	
Murrumburrah	90,790	2,931	401	1,293	583	334	200	848	172	49	1,069	200	...	78	...	...	26	...	...	23	.....	21	At Railway Station.
Murrungundy	3,460	.....	...	...	...	...	...	21	...	...	21	12	...	...	...	...	...	...	...	.....	.....	327	Govt. building.
Murrurundi	35,410	1,438	315	915	390	459	177	305	113	48	466	254	120	218	...	...	52	...	...	.....	.....	12	
Murrurundi Railway Station.[1]	.....	1,437	...	...	...	...	...	.....	75	...	75	...	...	...	...	...	...	...	...	6	.....	650	Govt. building.
Murrundah	11,010	843	...	...	...	...	...	45	59	...	104	34	...	...	...	...	...	...	...	.....	.....	.....	At Railway Station.
Murwillumbah	84,350	6,331	195	1,662	315	686	252	664	420	81	1,165	254	91	170	...	...	52	150	...	50/12/6	52	34	
Muscle Creek	2,390	.....	...	...	...	...	...	12	...	...	12	10/10/-	...	...	...	...	...	...	...	.....	.....	819/12/6/-	Rented.
Muswellbrook	215,750	8,637	582	1,798	645	579	315	1,417	594	65	2,076	236	130	2 at 100	91	...	2 at 52	...	...	47/10/-	.....	10/10/-	
Muswellbrook Railway Station.[1]	.....	.....	...	...	...	...	...	.....	...	...	.....	...	...	...	...	...	...	...	...	.....	.....	808/10/-	Govt. building.
Muttama	5,450	.....	13	87	17	...	...	.....	...	3	3	14/10/-	...	...	...	...	...	...	...	13	.....	.....	At Railway Station.
Myra Vale	13,050	.....	42	171	21	...	...	66	...	6	72	25	...	...	...	...	...	...	...	.....	.....	27/10/-	
Myrtle Creek	5,390	349	14	50	4	...	...	30	20	2	52	86/10/-	...	...	...	...	...	...	...	.....	.....	25	
Myrtleville	10,640	.....	...	...	...	...	...	11	...	...	11	15/10/-	...	...	...	...	...	...	...	.....	.....	86/10/-	
Nabiac	5,000	.....	13	172	17	...	...	56	...	5	61	22	...	...	...	...	...	...	...	.....	.....	15/10/-	
Nadjingomar	3,860	.....	...	...	...	...	...	56	...	...	56	11/10/-	...	...	...	...	...	...	...	.....	.....	22	
Nambucca Heads	5,150	804	50	191	79	47	22	47	42	7	96	130	...	78	...	...	...	...	...	.....	.....	11/10/-	
Nambucca Heads Pilot Station.	.....	148	...	...	...	...	...	.....	6	...	6	26	...	...	...	...	...	...	...	2/10/-	20	230/10/-	Rented.
Nana Glen	2,060	.....	...	...	...	...	...	33	...	...	33	11	...	...	...	...	...	...	...	.....	.....	26	At Pilot Station.
Nangar	3,140	.....	...	...	...	...	...	10	...	...	10	10	...	...	...	...	...	...	...	.....	.....	11	
Narara	2,110	.....	...	...	...	...	...	18	...	...	18	10/10/-	...	...	...	...	...	...	...	.....	.....	10	
Narellan	15,320	249	...	...	...	...	...	164	14	...	178	65/10/-	...	...	...	...	...	...	...	5	.....	15/10/-	
Narooma	6,080	447	44	194	30	...	...	53	25	8	86	41/10/-	...	...	...	...	...	...	...	.....	.....	65/10/-	
Narrabri	241,200	15,126	640	2,435	969	854	398	1,595	1,104	96	2,795	281	160 75	180 110	135	...	52	150	...	161	.....	41/10/-	
Narrabri Railway Station.[1]	.....	.....	...	...	...	...	...	.....	...	...	.....	...	...	...	...	...	...	...	...	.....	.....	1,304	Govt. building.
Narrabri West	66,520	4,688	142	938	184	193	72	350	249	34	633	130	...	100	...	...	39	...	...	28	15	.....	At Railway Station.
Narramine	58,370	2,597	77	752	128	149	69	542	150	22	714	209	...	...	...	...	52	...	...	43	6/10/-	312	Rented.
Narramine Railway Station.[1]	.....	.....	...	...	...	...	...	.....	...	...	.....	...	...	...	...	...	...	...	...	.....	.....	310/10/-	do.
																						.....	At Railway Station.

Narrandera	3,012,750	11,355	838	2,176	999	831	455	2,153	704	94	2,951	254	180 91	170 115	110 ...	... ...	2 at 52 ...	... ...	26 Cadet.	174/16/-	.....	1,224/16/-	Govt building
Narrawa	6,240	.....	...	...	...	...	...	106	...	...	106	15/10/-	...	...	...	...	...	...	...	.....	.....	15/10/-	
Nashau	460	.....	...	...	...	...	...	8	...	...	8	10/10/-	...	...	...	...	...	...	...	5	.....	15/10/-	
Nelligen	12,560	931	78	454	147	26	36	132	58	19	209	200	...	...	...	...	52	...	...	2	35	289	Rented.
Nelson's Bay	9,410	634	642	109	378	65	19	31	36	4	71	100	...	...	...	...	...	...	...	9	.....	109	
Nelson's Plains	2,100	.....	...	...	...	...	...	27	...	...	27	12/10/-	...	...	...	...	...	...	...	.....	.....	12/10/-	
Nerriga	6,500	.....	17	122	24	...	...	52	...	5	57	23/10/-	...	...	...	...	...	...	...	.....	.....	23/10/-	
Nerrigundah	4,960	.....	19	123	31	...	...	77	...	7	84	22/10/-	...	...	...	...	...	...	...	.....	.....	22/10/-	
Neurea	4,170	.....	...	...	...	...	...	25	...	...	25	20/10/-	...	...	...	...	...	...	...	.....	.....	20/10/-	
Neutral Bay	53,250	990	148	133	130	195	88	117	36	5	158	100	...	...	...	...	52	...	...	5/4/-	65	222/4/-	Rented
Never Never	3,030	.....	...	...	...	...	...	21	...	...	21	12/10/-	...	...	...	...	...	...	...	.....	.....	12/10/-	
Nevertire	49,820	3,420	82	1,170	138	97	44	399	196	41	636	130	...	...	...	...	52	...	...	33	20	235	Rented.
Nevertire Railway Station.[1]	.....	.....	...	...	...	...	...	...	...	...	.....	...	...	...	...	...	...	...	...	.....	.....	.....	At Railway Station.
Neville	7,540	267	...	...	...	...	...	120	15	...	135	34/10/-	...	...	...	...	...	...	...	.....	.....	34/10/-	
New Angledool	32,400	3,888	18	513	59	85	24	232	209	24	465	160	...	110	...	...	...	...	...	44	40	354	Rented.
Newbridge	22,860	909	126	383	167	75	46	242	49	16	307	140	26	...	...	...	...	...	...	14	30	210	do
Newbridge Railway Station[1]	.....	.....	...	...	...	...	...	.....	...	...	.....	...	...	...	...	...	...	...	...	.....	.....	.....	At Railway Station.
Newcastle	949,760	40,009	5,034	4,913	6,554	4,319	2,031	3,529	2,873	260	6,662	380 335	254 200 160 140 120 78	... 200 3 at 190 2 at 140 130 120	155 2 at 115 105 100 91 ...	52 39	3 at 52 4 at 39 26	150 150	78 Stamper and sorter. 200 Telephone fitter. 78 Switchboard attendant.	335/10/-	.....	5,118/10/-	Govt. building.
Newcastle Railway Station.[1]	.....	538	...	...	...	...	...	.....	35	...	35	...	...	...	...	...	...	...	...	.....	.....	.....	At Railway Station.
Newcastle West	103,300	4,653	618	1,838	319	1,463	483	763	239	79	1,081	140	...	100	...	...	52	...	...	.....	104	396	Rented.
New Italy	2,290	.....	...	...	...	...	...	12	...	...	12	10/10/-	...	...	...	...	...	...	...	.....	.....	10/10/-	
New Lambton	7,190	345	108	176	96	149	78	56	18	6	80	100	...	...	...	...	...	...	...	2	.....	102	Govt. building.
Newport	6,600	307	...	...	...	...	...	38	17	...	55	100	...	...	...	...	...	...	...	1	30	131	Rented.
Newrybar	2,320	.....	...	...	...	...	...	25	...	...	25	10/10/-	...	...	...	...	...	...	...	.....	.....	10/10/-	
Newton Boyd	.....	133	...	...	...	...	...	.....	8	...	8	150	...	...	...	...	...	...	...	37/10/-	.....	187/10/-	Govt. building.
Newtown	1,674,900	12,579	5,214	3,120	4,170	11,165	5,714	4,006	489	154	4,649	299	180 100	200 180	2 at 170 155 145 3 at 140 2 at 130 2 at 115 110 3 at 91	88 2 at 78	3 at 52 2 at 26	...	120 Stamper and sorter. 3 at 65 Switchboard attendants.	156	.....	3,675	do
Niangala	5,740	.....	2	54	9	...	...	26	...	4	30	19/10/-	...	...	...	...	...	...	...	.....	.....	19/10/-	
Nimbin	270	.....	...	...	...	...	...	7	...	...	7	10/10/-	...	...	...	...	...	...	...	.....	.....	10/10/-	
Nimitybelle	16,090	1,225	48	498	73	17	11	181	71	18	270	100	...	...	...	...	26	...	...	4	.....	130	Govt. building.
Nine-mile	19,990	242	...	...	...	...	...	53	16	...	69	45/10/-	...	...	...	...	...	...	...	.....	.....	45/10/-	
No. 1	950	.....	...	...	...	...	...	10	...	...	10	10/10/-	...	...	...	...	...	...	...	.....	.....	10/10/-	
North Berry Jerry	2,710	.....	...	...	...	...	...	46	...	...	46	22/10/-	...	...	...	...	...	...	...	.....	.....	22/10/-	
North Botany	53,770	851	111	314	129	582	212	132	30	13	175	120	...	...	...	78	52	...	...	28/12/-	52	330/12/-	Rented.
North Gobarralong	990	.....	...	...	...	...	...	10	...	...	10	10/10/-	...	...	...	...	...	...	...	.....	.....	10/10/-	
North Parramatta	25,960	1,603	86	330	48	307	163	438	56	14	508	110	65	...	...	65	...	...	...	.....	39	279	Rented.
North Pimlico	2,440	.....	...	...	...	...	...	71	...	...	71	17	...	...	...	...	...	...	...	10	.....	27	
North Richmond	8,890	542	...	...	...	...	...	127	30	...	157	56/10/-	...	...	...	...	...	...	...	.....	.....	56/10/-	
North Ryde	7,830	217	...	...	...	...	...	68	7	...	75	20	...	...	52	...	...	...	...	26	.....	98	
North Springwood	990	.....	...	...	...	...	...	26	...	...	26	11	...	...	...	...	...	...	...	25	.....	36	
North Sydney	563,930	7,841	2,048	2,048	1,867	4,032	1,947	2,593	321	90	3,004	326	140 110 65	160 78 ...	160 145 135 125	78 2 at 39	4 at 52 39 26	... ...	78 65 65 Switchboard attendants.	488/10/-	.....	3,531/10/-	Govt. building.

NOTE.—For references see page 59.

Name of Office.	Business transacted.							Revenue.				Expenditure.											Arrangements as regards Premises
												Salaries.											
	No. of Letters posted.	No. of Telegrams Transmitted.	No. of Postal Notes paid.	No. of Money Orders issued.	No. of Money Orders paid.	No. of Savings Bank deposits.	No. of Savings Bank withdrawals.	Postal.	Telegraphic	Money Order and Postal Note.	Total.	Officers in charge.	Assistants.	Operators.	Letter Carriers	Mail Boys.	Messengers.	Line Repairers.	Other Employés.	Allowances.	Rent of Office.	Total.	
								£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	
North Sydney (continued).	.....	.....	...	...	...	...	...	.....	...	...	.....	...	...	...	115 110 100 2 at 91 5 at 78 65	...	...	...	...	.....	.....	.....	
North Tumbulgum	3,010	.....	...	...	...	...	...	24	...	...	24	19/10/-	...	...	...	...	...	...	...	.....	.....	19/10/-	
Nowendoe	2,020	.....	...	...	...	...	...	38	...	...	38	14	...	...	...	...	...	...	...	.....	.....	14	
Nowra	100,730	5195	560	1817	712	672	344	952	321	69	1,342	209	25	110 91	78	...	52	...	...	43	.....	608	Govt. building.
Nubba	3,420	.....	...	...	...	...	...	30	...	...	30	11	...	...	...	...	...	...	...	.....	.....	11	At Railway Station.
Nullamanna	1,140	.....	...	...	...	...	...	9	...	...	9	10/10/-	...	...	...	...	...	...	...	.....	.....	10/10/-	
Numba	3,870	.....	7	140	14	18	18	49	...	4	53	31	...	...	...	...	...	...	...	.....	.....	31	
Numbugga	2,130	.....	...	...	...	...	...	18	...	...	18	18/10/-	...	...	...	...	...	...	...	.....	.....	18/10/-	
Numeralla	2,080	.....	...	...	...	...	...	25	...	...	25	24	...	...	...	...	...	...	...	.....	.....	24	
Nundah[1]	.....	.....	...	...	...	...	...	.....	...	...	.....	...	...	...	...	...	...	...	...	.....	.....	.....	At Railway Station.
Nundle	19,610	967	66	402	96	129	68	164	69	20	253	140	10	...	...	...	...	...	...	5	52	207	Rented.
Nunnagoyt	1,390	.....	...	...	...	...	...	18	...	...	18	10/10/-	...	...	...	...	...	...	...	.....	.....	10/10/-	
Nymagee	33,280	2,376	116	1,005	221	142	86	441	154	42	637	227	...	180	...	...	39	...	...	3	.....	449	Govt. building.
Nymboida	2,380	.....	...	...	...	...	...	30	...	...	30	10/10/-	...	...	...	...	...	...	...	.....	.....	10/10/-	
Nyngan	148,120	7,527	660	2,211	917	455	266	740	480	85	1,305	299	...	2 at 139	78	...	52	...	...	61/10/-	.....	730/10/-	Govt. building.
Nyngan Railway Station.[1]	.....	776	...	...	...	...	...	.....	54	...	54	...	...	...	...	...	...	...	...	.....	.....	.....	At Railway Station.
Oaklands	2,280	.....	...	...	...	...	...	22	...	...	22	17	...	...	...	...	...	...	...	.....	.....	17	
Oaks	12,970	310	47	364	41	...	...	84	17	11	112	47	...	...	...	...	...	...	...	.....	.....	47	
Oakwood	4,440	.....	...	...	...	...	...	13	...	...	13	13/10/-	...	...	...	...	...	...	...	.....	.....	13/10/-	
Oatley's[1]	.....	.....	...	...	...	...	...	...	...	...	.....	...	...	...	...	...	...	...	...	.....	.....	.....	At Railway Station.
Oban	910	.....	...	...	...	...	...	13	...	...	13	13/10/-	...	...	...	...	...	...	...	.....	.....	13/10/-	
Oberon	29,700	815	135	594	260	189	84	314	53	25	392	190	...	78	...	...	...	...	...	4	.....	272	Govt. building.
Obley	12,760	516	15	206	18	47	21	45	30	7	82	120	...	...	...	...	...	...	...	2	26	147	Rented.
O'Connell	12,100	224	47	255	86	...	...	110	12	8	130	64/10/-	...	...	...	...	...	...	...	.....	.....	64/10/-	
Old Junee	9,020	335	26	159	28	12	5	150	20	7	177	30	...	...	...	...	...	...	...	.....	.....	30	At Railway Station.
Olinda[42]	.....	.....	...	...	...	...	...	3	...	...	3	10	...	...	...	...	...	...	...	.....	.....	10	
Omega	1,790	.....	...	...	...	...	...	28	...	...	28	11	...	...	...	...	...	...	...	.....	.....	11	
Ophir	2,570	.....	...	...	...	...	...	10	...	...	10	10/10/-	...	...	...	...	...	...	...	.....	.....	10/10/-	
Orange	659,050	12,569	2,490	2,999	2,959	1,557	914	2,932	603	108	3,843	353	218 110	218 200 160 120	125 91	78	3 at 52	150	...	149/10/-	.....	2,128/10/-	Govt. building.
Orange Rail'y Stn.[1]	.....	136	...	...	...	...	...	.....	9	...	9	...	...	...	...	...	...	...	...	.....	.....	.....	At Railway Station.
Orton Park	2,540	.....	...	...	...	...	...	10	...	...	10	10/10/-	...	...	...	...	...	...	...	.....	.....	10/10/-	
Orundumbi	560	.....	...	...	...	...	...	12	...	...	12	10/10/-	...	...	...	...	...	...	...	.....	.....	10/10/-	
Otford	3,610	59	...	...	...	...	...	55	3	...	58	20	...	...	...	...	...	...	...	.....	.....	20	At Railway Station.
Ourimbah	5,880	215	...	...	...	...	...	91	12	...	103	22	...	...	...	...	...	...	...	.....	.....	22	do
Overton	3,180	.....	...	...	...	...	...	30	...	...	30	11	...	...	...	...	...	...	...	.....	.....	11	
Oxford Hotel	.....	12,993	...	...	...	...	...	.....	614	...	614	120	...	...	...	...	...	...	...	.....	.....	120	
Oxford-street	728,610	17,512	7339	2,385	3,302	8,993	4,891	2,344	729	127	3,200	300	180 100 78	2 at 170 78	...	...	6 at 52 39	...	...	5	260	1,692	Rented.
Oxley	11,760	1,077	31	145	35	63	29	179	60	7	255	180	...	...	...	...	52	...	...	23	39	294	do
Oxley Island	1,320	.....	...	...	...	...	...	24	...	...	24	13/10/-	...	...	...	...	...	...	...	.....	.....	13/10/-	
Paddington	213,950	12,079	2,760	1,417	3,408	4,183	2,167	1,648	525	71	2,244	236	78	180 100	...	...	4 at 52	...	...	5	.....	807	Govt. building.
Pallamallawa	2,840	.....	...	...	...	...	...	29	...	...	29	15/10/-	...	...	...	...	...	...	...	.....	.....	15/10/-	

Palmer's Island	10,660	1,048	22	369	106	81	54	96	53	17	165	100	65	...	...	...	...	...	...	3/10/-	15	183/10/-	Rented.
Palmer's Oakey	1,980	.....	...	...	...	...	...	11	...	...	11	11/10/-	...	...	...	...	...	...	...	.....	.....	11/10/-	
Pambula	41,970	3,098	277	748	231	147	66	376	193	35	604	190	40	78	...	...	26	...	...	29/10/-	75	438/10/-	Rented.
Pampoolah	1,220	.....	...	...	...	...	...	13	...	...	13	13/10/-	...	...	...	...	...	...	...	.....	.....	13/10/-	
Parkes	235,340	9,347	654	3,033	930	597	478	1,635	572	113	2,320	254	...	200 100 78	100	...	52	...	...	41/10/-	.....	825/16/-	Govt. building.
Parkes Railway Station.[1]	.....	.....	...	...	...	...	...	.....	...	...	.....	...	...	...	...	...	...	...	...	.....	.....	.....	At Railway Station.
Park-street	645,720	22,917	6,094	3,064	1,435	3,941	2,399	2,109	1,013	162	3,284	317	200 180	100 78	...	...	2 at 52	...	...	90	400	1,469	Rented.
Parkville[1]	4,680	.....	...	...	...	...	...	65	...	...	65	19/10/-	...	...	...	...	...	...	...	20	.....	39/10/-	
Parliament House	.....	3,016	...	...	...	...	...	.....	152	...	152	236	...	...	...	...	...	...	...	.....	.....	236	Govt. building.
Parramatta	1,140,410	14,236	3,938	1,061	3,679	3,545	1,981	2,492	586	99	3,177	353	200 160 130	2 at 170	155 150 145 125 2 at 120 105 91 65	78 52 ...	3 at 52 39 26	... ...	39 39 26 Switchboard Attendants.	192	.....	2,935	do
Paterson	25,170	1,163	95	195	126	137	40	211	72	9	292	180	...	150	...	...	...	...	...	4/10/-	.....	334/10/-	Govt. building.
Peak Hill	31,020	3,065	141	1,228	246	386	253	431	189	55	675	160	39	91	...	...	...	...	...	5	52	347	Rented.
Peakhurst	3,300	.....	...	...	...	...	...	59	...	...	59	13	...	...	...	...	...	...	...	42	.....	55	
Pearce's Creek	790	.....	...	...	...	...	...	10	...	...	10	10/10/-	...	...	...	...	...	...	...	.....	.....	10/10/-	
Peel	9,130	.....	...	...	...	...	...	57	...	...	57	41	...	...	...	...	...	...	...	.....	.....	41	
Peelwood	1,510	.....	11	183	15	...	...	41	...	5	46	25	...	...	...	...	...	...	...	.....	.....	25	
Pejar	1,150	.....	...	...	...	...	...	21	...	...	21	13/10/-	...	...	...	...	...	...	...	.....	.....	13/10/-	
Pelican Island	2,310	.....	...	...	...	...	...	11	...	...	11	10/10/-	...	...	...	...	...	...	...	.....	.....	10/10/-	
Pennant Hills	4,950	244	...	...	...	...	...	11	8	...	19	34	...	...	...	...	...	...	...	12	.....	46	
Penrith	132,710	3,203	1,323	1,760	1,193	1,148	525	1,199	198	71	1,468	280	...	170 100	78	...	52	...	...	36/10/-	.....	716/10/-	Govt. building.
Penrith Railway Sta.	.....	635	...	...	...	...	...	.....	33	...	33	...	...	...	...	...	...	...	...	.....	.....	.....	At Railway Station.
Pericoe	2,940	.....	...	...	...	...	...	18	...	...	18	11	...	...	...	...	...	...	...	.....	.....	11	
Perricoota	2,340	.....	...	...	...	...	...	13	...	...	13	12/10/-	...	...	...	...	...	...	...	.....	.....	12/10/-	
Perth	16,390	89	...	...	...	...	...	132	5	...	137	32	...	...	...	...	...	...	...	.....	.....	32	At Railway Station.
Petersham	420,540	6,656	1,512	847	1,484	1,692	836	1,249	270	43	1,562	299	...	180 100	170 135 130 125 120 115 100 91 2 at 78	78	5 at 52	...	3 at 26 Switchboard attendants.	287	.....	2,424	Govt. building.
Picton	107,440	2,390	368	1,100	512	569	239	675	144	45	864	209	...	100	52	...	39	...	...	46/10/-	.....	446/10/-	Govt. building.
Picton Lakes	2,040	38	...	...	...	...	...	2	2	...	4	10	...	...	...	...	...	...	...	.....	.....	10	At Railway Station.
Picton Railway Sta.[1]	.....	.....	...	...	...	...	...	.....	...	...	.....	...	...	...	...	...	...	...	...	.....	.....	.....	do
Pilliga	28,400	1,543	17	347	51	80	40	260	106	14	380	190	...	78	...	...	...	...	...	5	.....	273	Govt. building.
Pine Ridge	2,050	534	...	...	...	...	...	59	33	...	92	93	...	...	...	...	...	...	...	1/10/-	.....	94/10/-	
Pinnacles	3,880	.....	7	39	11	...	...	.....	...	1	1	26	...	...	...	...	...	...	...	.....	.....	26	
Pipeclay Creek	.....	546	...	...	...	...	...	.....	31	...	31	26	...	...	...	...	...	...	...	.....	.....	26	
Piper's Flat	3,980	111	...	...	...	...	...	33	6	...	39	21	10	...	...	...	...	...	...	20	.....	51	At Railway Station.
Pitt Town	7,540	.....	...	...	...	...	...	49	...	...	49	24/10/-	...	...	...	...	...	...	...	.....	.....	24/10/-	
Pleasant Hills	3,300	.....	...	...	...	...	...	43	...	...	43	17	...	...	...	...	...	...	...	.....	.....	17	
Plumpton	6,070	.....	62	101	49	31	19	82	...	5	87	32	...	...	...	...	...	...	...	25	.....	57	
Pokolbin	36,250	.....	...	...	...	...	...	28	...	...	28	10/10/-	...	...	...	...	...	...	...	.....	.....	10/10/-	
Ponto	6,950	.....	...	...	...	...	...	29	...	...	29	12	...	...	...	...	...	...	...	.....	.....	12	
Poonearie	13,390	1,463	12	172	10	...	...	158	135	9	302	180	...	...	...	...	...	...	...	65/4/6	.....	245/4/6	Govt. building.
Portland	8,760	.....	...	...	...	...	...	176	...	...	176	13/10/-	...	...	...	...	...	...	...	5	.....	18/10/-	
Port Macquarie	118,810	4,454	262	942	337	176	74	456	289	35	780	227	91	130	78	...	...	...	...	7/10/-	.....	533/10/-	Govt. building.
Port Macquarie Heads	.....	.....	...	...	...	...	...	.....	...	...	.....	26	...	...	...	...	...	...	...	.....	.....	26	At Pilot Station.

NOTE.—For other references see page 59.

Name of Office.	Business transacted.							Revenue.				Expenditure.											Arrangements as regards Premises.
												Salaries.											
	No. of Letters posted.	No. of Telegrams transmitted.	No. of Postal Notes paid.	No. of Money Orders issued.	No. of Money Orders paid.	No. of Savings Bank deposits.	No. of Savings Bank withdrawals.	Postal.	Telegraphic.	Money Order and Postal Note.	Total.	Officers in charge.	Assistants.	Operators.	Letter Carriers.	Mail Boys.	Messengers.	Line Repairers.	Other Employés.	Allowances.	Rent of Office.	Total.	
								£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	
Port Stephens	.....	.....	...	...	...	...	...	.....	...	...	.....	...	...	...	...	...	...	...	...	.....	.....	.....	At Pilot Station.
Preston's	1,090	.....	...	...	...	...	...	9	...	...	9	10	...	...	...	...	...	...	...	.....	.....	10	
Prospect	4,640	.....	...	...	...	...	...	21	...	...	21	18/10/-	...	...	...		...	...	...	.....	.....	18/10/-	
Prospect Reservoir	5,790	.....	...	...	...	...	...	13	...	...	13	10/10/-	...	...	...	...	...	...	...	.....	.....	10/10/-	
Purnamoota	1,920	158	...	...	...	...	...	23	9	...	32	10	...	...	...	...	...	...	...	.....	.....	10	
Putty	2,220	.....	...	...	...	...	...	23	...	...	23	11/10/-	...	...	...	...	...	...	...	.....	.....	11/10/-	
Pymble	2,740	142	...	...	...	...	...	.....	5	...	5	10	...	...	...	...	...	...	...	.....	.....	10	At Railway Station.
Pyree	5,380	.....	...	...	...	...	...	29	...	...	29	20	...	...	...	...	...	...	...	.....	.....	20	
Pyrmont	43,620	5,047	629	597	852	1,481	655	414	228	36	678	218	...	110 78	...	...	26	...	...	.....	80	512	Rented.
Quaama	7,410	399	18	112	8	...	...	69	23	3	95	50	...	...	...	...	...	...	...	.....	.....	50	
Quambone	16,800	.....	...	...	...	...	...	170	...	...	170	32/10/-	...	...	...	...	...	...	...	.....	.....	32/10/-	
Queanbeyan	154,350	3,278	576	2,079	616	417	181	802	224	77	1,103	299	...	120	78	...	26	...	...	3	.....	526	Govt. building.
Quipolly	600	.....	...	...	...	...	...	10	...	...	10	20/10/-	...	...	...	...	...	...	...	.....	.....	20/10/-	
Quipolly Creek	1,960	.....	...	...	...	...	...	5	...	...	5	17/10/-	...	...	...	...	...	...	...	12	.....	29/10/-	
Quirindi	123,170	5,749	661	1,327	696	816	224	1,063	395	72	1,530	254	140	100	65	...	26	150	...	78	.....	813	Govt. building.
Quirindi Railway Station.[1]	.....	.....	...	...	...	...	...	.....	...	...	.....	...	...	...	...	...	...	...	...	.....	.....	.....	At Railway Station.
Raglan	3,800	47	...	...	...	...	...	31	2	...	33	31	...	...	...	...	...	...	...	.....	.....	31	do
Rainbow Reach	550	.....	...	...	...	...	...	11	...	...	11	11	...	...	...	...	...	...	...	.....	.....	11	
Ramornie[42]	5,290	401	...	...	...	...	...	11	27	...	38	10/10/-	...	Nil.	...	...	...	...	...	.....	.....	10/10/-	
Randwick	167,030	6,826	954	497	877	896	390	859	271	28	1,158	209	...	120 100 52	110 3 at 91 2 at 78	52	52	...	3 at 26 Switchboard Attendants.	182/10/-	150	1,534/10/-	Rented.
Rankin's Springs	3,210	.....	...	...	...	...	...	45	...	...	45	36	...	...	...	...	...	...	...	.....	.....	36	
Ravensworth[44]	5,270	171	20	40	9	2	4	86	9	3	98	27	...	...	...	...	...	...	...	.....	.....	27	At Railway Station.
Rawden Vale	3,390	.....	...	...	...	...	...	23	...	...	23	11/10/-	...	...	...	...	...	...	...	.....	.....	11/10/-	
Rawdon Island	1,950	.....	...	...	...	...	...	10	...	...	10	10/10/-	...	...	...	...	...	...	...	.....	.....	10/10/-	
Raymond Terrace	65,340	2,303	283	455	274	254	129	368	137	21	526	236	...	120	91	...	26	...	...	32	.....	505	Govt. building.
Razor Creek[1]	.....	.....	...	...	...	...	...	.....	...	...	.....	...	...	...	...	...	...	...	...	.....	.....	.....	At Railway Station.
Redfestone	1,550	.....	...	...	...	...	...	25	...	...	25	12/10/-	...	...	...	...	...	...	...	.....	.....	12/10/-	
Redfern	484,460	7,047	2,837	3,156	3,028	6,333	3,429	3,010	288	135	3,433	218	140 110	2 at 140 52	160 145 130 2 at 115 110 100 3 at 91 2 at 78	2 at 78 65	52 39	...	...	156	.....	2,572	Govt. building.
Redfern Railway Station.	.....	22,742	...	...	...	...	...	.....	1,045	...	1,045	...	...	...	...	...	2 at 52	...	...	.....	.....	104	Govt. building.
Red Range	2,050	.....	...	...	...	...	...	39	...	...	39	16/10/-	...	...	...	...	...	...	...	.....	.....	16/10/-	
Reefton[43]	3,000	.....	...	...	...	...	...	33	...	...	33	10	...	...	...	...	...	...	...	18	.....	28	
Reidsdale	2,280	.....	...	...	...	...	...	12	...	...	12	12/10/-	...	...	...	...	...	...	...	.....	.....	12/10/-	
Reid's Flat	2,640	.....	...	...	...	...	...	25	...	...	25	20	...	...	...	...	...	...	...	.....	.....	20	
Richmond	164,450	3,951	675	911	635	555	275	793	235	45	1,073	180	50	110 78	104	...	52	...	...	69	.....	643	Govt. building.
Richmond Railway Station.[1]	.....	.....	...	...	...	...	...	.....	...	...	.....	...	...	...	...	...	...	...	...	.....	.....	.....	At Railway Station.
Riley's Hill	1,580	.....	...	...	...	...	...	34	...	...	34	10	...	...	...	...	...	...	...	5	.....	15	
Riverstone	32,240	1,135	209	6	349	383	208	278	62	27	367	150	65	...	...	...	...	...	...	23	.....	238	
Riverstone Railway Station.[1]	.....	.....	...	...	...	...	...	.....	...	...	.....	...	...	...	...	...	...	...	...	.....	.....	.....	At Railway Station.

Rix's Creek	660	...	...	...	...	...	...	10	...	...	10	10/10/-	...	...	...	...	...	...	...	...	...	...	10/10/-	
Robertson	29,110	1,138	115	335	104	162	44	230	60	14	304	180	20	...	...	...	26	...	...	43	...	...	269	Govt. building.
Rob Roy	1,220	...	...	...	...	...	...	9	...	...	9	14/10/-	...	...	...	...	...	...	...	...	...	...	14/10/-	
Rockdale	132,960	3,434	588	416	448	964	539	461	113	21	595	150	...	91	91 2 at 65	...	30	...	...	148	...	...	649	Govt. building.
Rock Flat	4,940	...	...	...	...	...	...	15	...	...	15	12	...	...	...	...	...	...	...	...	...	...	12	
Rockley	37,940	1,132	104	592	149	64	34	279	65	20	364	190	20	...	...	...	...	...	nil, cadet	4	...	...	214	Govt. building.
Rockwell	1,080	...	...	...	...	...	...	10	...	...	10	10/10/-	...	...	...	...	...	...	...	...	...	...	10/10/-	
Rocky Glen	3,880	...	...	...	...	...	...	23	...	...	23	23/10/-	...	...	...	...	...	...	...	...	...	...	23/10/-	
Rocky Hall	3,640	...	...	...	...	...	...	10	...	...	10	10/10/-	...	...	...	...	...	...	...	...	...	...	10/10/-	
Rocky Plain	180	...	...	...	...	...	...	10	...	...	10	10/10/-	...	...	...	...	...	...	...	...	...	...	10/10/-	
Rocky River	3,190	...	...	...	...	...	...	60	...	...	60	20/10/-	...	...	...	...	...	...	...	...	...	...	20/10/-	
Rolland's Plains	3,710	192	7	85	24	...	...	66	11	3	80	59/10/-	...	...	...	...	...	...	...	...	...	...	59/10/-	
Rookwood	48,920	1,656	308	272	368	703	346	233	61	14	358	160	...	...	78	...	52	...	...	66/10/-	26	...	382/10/-	Rented.
Rooty Hill	26,780	575	122	263	175	...	...	85	31	8	124	29	...	...	...	...	...	...	...	...	...	...	29	At Railway Station.
Rose Bank	520	...	...	...	...	...	...	12	...	...	12	10/10/-	...	...	...	...	...	...	...	...	...	...	10/10/-	
Rosedale	2,350	...	...	...	...	...	...	27	...	...	27	10/10/-	...	...	...	...	...	...	...	...	...	...	10/10/-	
Rose Valley	990	...	...	...	...	...	...	12	...	...	12	10/10/-	...	...	...	...	...	...	...	...	...	...	10/10/-	
Rosewood	3,260	...	...	...	...	...	...	16	...	...	16	17	...	...	...	...	...	...	...	...	...	...	17	
Rothbury	2,980	...	...	...	...	...	...	57	...	...	57	13/10/-	...	...	...	...	...	...	...	...	...	...	13/10/-	
Rouchell Brook	3,610	...	...	...	...	...	...	18	...	...	18	12/10/-	...	...	...	...	...	...	...	...	...	...	12/10/-	
Round Hill	2,890	...	...	...	...	...	...	30	...	...	30	30/10/-	...	...	...	...	...	...	...	...	...	...	30/10/-	
Rous	2,830	...	...	...	...	...	...	43	...	...	43	21	...	...	...	...	...	...	...	...	...	...	21	
Rouse Hill	8,000	...	...	...	...	...	...	81	...	...	81	24	...	...	...	...	...	...	...	...	...	...	24	
Rous Mill	7,960	718	18	252	40	...	...	62	44	11	117	63	...	...	...	...	...	...	...	...	...	...	63	
"*Royal Hotel*"	...	4,128	...	...	...	...	...	...	214	...	214	180	...	...	...	...	...	...	...	...	...	...	180	
Rozelle	452,150	3,023	629	803	333	2,955	1,122	821	126	40	987	130	91	120 52	...	...	39	...	...	73	100		606	Rented.
Rydal	22,260	330	50	254	102	35	28	119	19	11	149	75	10	...	...	...	...	...	...	...	...	...	85	At Railway Station.
Rydalmere	8,180	275	...	...	...	...	...	40	11	...	51	20	...	...	52	...	...	...	...	36/10/-	...	...	108/10/-	
Ryde	130,590	2,458	423	280	289	378	183	319	102	17	438	72/10/- 180	...	...	135 78	...	52	...	...	159/10/-	35	...	712	Rented.
Ryde Railway Station.	...	161	...	...	...	...	...	...	5	...	5	...	...	...	...	...	...	...	...	...	...	...	...	At Railway Station.
Rye Park	7,540	...	10	187	40	...	...	91	...	6	97	24/10/-	...	...	...	...	...	...	...	...	...	...	24/10/-	
Rylstone	49,730	1,706	284	674	413	241	91	504	123	30	657	180	78	...	...	...	52	...	...	2	...	...	312	Govt. building.
Rylstone Railway Station.[1]	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	At Railway Station.
Sackville Reach	4,940	...	...	...	...	...	...	76	...	...	76	18	...	...	...	...	...	...	...	...	...	...	18	
St. Albans	6,050	308	20	276	52	...	...	61	20	10	91	49	...	...	...	...	...	...	...	...	...	...	49	
St. Clair	750	...	...	...	...	...	...	12	...	...	12	11/10/-	...	...	...	...	...	...	...	15	...	...	26/10/-	
St. Ives	2,460	...	...	...	...	...	...	37	...	...	37	11/10/-	...	...	...	...	...	...	...	20	...	...	31/10/-	
St. John's Park	2,420	...	...	...	...	...	...	10	...	...	10	11	...	...	...	...	...	...	...	...	...	...	11	
St. Leonard's Creek	850	...	...	...	...	...	...	18	...	...	18	10/10/-	...	...	...	...	...	...	...	17/10/-	...	...	28	
St. Mary's	41,320	1,348	446	563	353	370	210	357	69	21	447	160	13	...	91	...	...	...	...	38/11/-	...	...	302/11/-	Govt. building.
St. Mary's Railway Station.[1]	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	At Railway Station.
St. Peter's	42,820	1,462	429	315	509	907	503	254	52	14	320	180	...	110	115 105	...	52	...	...	42/10/-	65		669/10/-	Rented.
Salisbury Plains	740	...	...	...	...	...	...	14	...	...	14	10/10/-	...	...	...	...	...	...	...	...	...	...	10/10/-	
Saltash	780	...	...	...	...	...	...	13	...	...	13	10/10/-	...	...	...	...	...	...	...	...	...	...	10/10/-	
Sandy Flat	3,440	...	...	...	...	...	...	...	...	...	...	13	...	...	...	...	...	...	...	...	...	...	13	At Railway Station.
Sandy Hill	1,860	...	...	...	...	...	...	19	...	...	19	17/10/-	...	...	...	...	...	...	...	...	...	...	17/10/-	
Sans Souci	4,830	...	...	...	...	...	...	21	...	...	21	63	...	...	...	...	...	...	...	36/10/-	...	...	99/10/-	
Scone	88,300	4,523	670	1,789	547	274	140	1,153	288	70	1,511	160	78	78	65	...	...	...	20, cadet	41/10/-	...	...	448/10/-	Govt. building.
Scone Railway Station[1]	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	At Railway Station.
Scott's Flat	1,090	...	...	...	...	...	...	14	...	...	14	14/10/-	...	...	...	...	...	...	...	...	...	...	14/10/-	
Seaham	8,490	174	...	...	...	...	...	35	9	...	44	52/10/-	...	...	...	...	...	...	...	...	...	...	52/10/-	
Seal Rocks	...	105	...	...	...	...	...	...	6	...	6	52	...	...	...	...	...	...	...	...	...	...	52	At Lighthouse.
Sebastopol	1,770	...	...	...	...	...	...	10	...	...	10	10/10/-	...	...	...	...	...	...	...	...	...	...	10/10/-	
Sedgefield	1,120	...	...	...	...	...	...	17	...	...	17	10/10/-	...	...	...	...	...	...	...	...	...	...	10/10/-	
Seven Hills	8,780	335	...	...	...	...	...	66	18	...	84	26	...	...	...	...	...	...	...	...	...	...	26	At Railway Station.
Shaw	1,460	...	...	...	...	...	...	16	...	...	16	11	...	...	...	...	...	...	...	...	...	...	11	

NOTE.—For other references see page 69.

Name of Office.	Business transacted.							Revenue.				Expenditure.											Arrangements as regards Premises.
												Salaries.											
	No. of Letters posted.	No. of Telegrams Transmitted.	No. of Postal Notes paid.	No. of Money Orders issued.	No. of Money Orders paid.	No. of Savings Bank deposits.	No. of Savings Bank withdrawals.	Postal.	Telegraphic	Money Order and Postal Notes	Total.	Officers in charge.	Assistants.	Operators.	Letter Carriers	Mail Boys.	Messengers.	Line Repairers.	Other Employés.	Allowances.	Rent of Office.	Total.	
								£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	
Shellharbour	24,150	797	106	383	100	115	34	171	43	12	226	92/10/-	...	...	...	...	...	...	...	.....	.....	92/10/-	
Shepard's Town ...	6,060	.....	...	...	...	...	...	40	...	...	40	15/10/-	...	...	...	...	...	...	...	.....	.....	15/10/-	
Sherbrooke	1,580	.....	...	...	...	...	...	44	...	...	44	11	...	...	...	...	...	...	...	20	.....	31	
Sherwood	1,360	.....	...	...	...	...	...	10	...	...	10	10/10/-	...	...	...	...	...	...	...	.....	.....	10/10/-	
Shooter's Hill	2,770	.....	...	...	...	...	...	42	...	...	42	11	...	...	...	...	...	...	...	.....	.....	11	
Silverton	16,470	1,902	63	401	148	149	60	133	120	20	273	254	...	160	65	...	...	...	...	41/1/8	45/10/-	565/11/8	Rented.
Singleton	215,720	6,519	1,146	2,622	1,518	1,293	606	1,884	409	111	2,404	308	180 110	140 120	130 105	...	2 at 52	...	...	108	.....	1,305	Govt. building.
Singleton Railway Station.	.....	1,481	...	...	...	...	...	.....	81	...	81	...	...	...	...	...	...	...	...	.....	.....	.....	At Railway Station.
Sixteen-mile Tank [45] ..	1,230	.....	...	...	...	...	...	.....	...	...	.....	10	...	...	...	...	...	...	...	10	.....	20	
Skillion Flat	1,210	.....	...	...	...	...	...	10	...	...	10	10/10/-	...	...	...	...	...	...	...	.....	.....	10/10/-	
Smithfield	20,150	422	212	206	210	162	147	118	26	8	152	73	...	...	52	...	...	...	...	67/10/-	.....	192/10/-	
Smith Town	12,130	669	27	203	59	96	36	68	40	10	118	200	...	...	...	...	52	...	...	3/10/-	39	294/10/-	Rented.
Smoky Cape	.....	22	...	...	...	...	...	.....	1	...	1	26	...	...	...	...	...	...	...	.....	.....	26	At Signal Station.
Sofala	19,740	747	140	435	161	96	80	186	42	17	245	190	...	...	...	...	26	...	...	3	.....	219	Govt. building.
Somerton	5,390	.....	13	117	7	...	...	49	...	4	53	29/10/-	...	...	...	...	...	...	...	.....	.....	29/10/-	
South Bowenfels...	7,980	.....	10	151	13	...	...	62	...	4	66	26/10/-	...	...	...	...	...	...	...	.....	.....	26/10/-	
South Broken Hill	33,840	409	115	1,440	225	1,459	372	283	89	64	436	130	...	...	78 52	...	52	...	...	102	58/10/-	472/10/-	Rented.
South Clifton	.....	124	...	...	...	...	...	.....	7	...	7	...	...	...	...	...	...	...	...	.....	.....	.....	At Railway Station.
Southgate	4,490	138	...	...	...	...	...	36	7	...	43	50	...	...	...	...	...	...	...	.....	.....	50	
South Grafton	81,550	3,053	221	927	318	149	97	457	194	35	686	236	50	78	52	39	...	...	...	42/10/-	.....	497/10/-	Govt. building.
South Gundagai ...	6,760	.....	...	...	...	...	...	33	...	...	33	34	...	...	...	...	...	...	...	.....	.....	34	
South Head	.....	687	...	...	...	...	...	.....	30	...	30	150	...	...	...	...	39	...	...	36/10/-	.....	225/10/-	At Signal Station.
South Murrumbah [46]	1,930	.....	...	...	...	...	...	9	...	...	9	10	...	...	...	...	...	...	...	.....	.....	10	
South Solitary Signal Station.	.....	.....	...	...	...	...	...	.....	...	...	.....	110	...	...	...	...	...	...	...	.....	.....	110	At Signal Station.
South Woodburn..	20,540	2,031	106	577	142	144	88	200	126	22	357	100	...	150	...	...	...	...	...	4/5/-	50	394/5/-	Rented.
Spicer's Creek	3,540	.....	...	...	...	...	...	33	...	...	33	12	...	...	...	...	...	...	...	.....	.....	12	
Springbrook	2,410	.....	...	...	...	...	...	20	...	...	20	20/10/-	...	...	...	...	...	...	...	.....	.....	20/10/-	
Spring Hill	10,600	235	24	167	23	59	26	46	11	7	64	30	5	...	...	...	...	...	...	.....	.....	35	At Railway Station.
Springside	970	.....	...	...	...	...	...	16	...	...	16	16/10/-	...	...	...	...	...	...	...	.....	.....	16/10/-	
Springwood	19,210	1,452	180	427	229	147	92	281	80	21	382	130	...	...	91	...	...	...	...	64/4/-	13	298/4/-	Rented.
Springwood Railway Station. [1]	.....	.....	...	...	...	...	...	.....	...	...	.....	...	...	...	...	...	...	...	...	.....	.....	.....	At Railway Station.
Stanborough	2,880	.....	...	...	...	...	...	5	...	...	5	10/10/-	...	...	...	...	...	...	...	.....	.....	10/10/-	
Stanmore Road ...	96,360	4,308	672	550	412	1,300	703	881	166	27	1,074	218	91	...	...	...	52	...	...	9/2/6	104	474/2/6	Rented.
Stannifer	1,740	.....	...	...	...	...	...	10	...	...	10	10/10/-	...	...	...	...	...	...	...	.....	.....	10/10/-	
Steinbrook	280	.....	...	...	...	...	...	10	...	...	10	10/10/-	...	...	...	...	...	...	...	.....	.....	10/10/-	
Stewart's Brook ...	3,760	292	8	139	10	...	...	93	20	4	117	46/10/-	...	...	...	...	...	...	...	.....	.....	46/10/-	
Stock Exchange ...	.....	12,419	...	...	...	...	...	.....	887	...	887	209	...	...	...	...	52	...	...	.....	75	336	Rented.
Stockinbingal	1,340	.....	...	...	...	...	...	35	...	...	35	13	...	...	...	...	...	...	...	10	.....	23	
Stockton	37,000	961	205	680	307	588	360	260	49	26	344	236	78	...	106	...	...	...	...	43/10/-	33/16/-	496/6/-	Rented.
Stockyard Creek...	670	.....	...	...	...	...	...	8	...	...	8	10/10/-	...	...	...	...	...	...	...	.....	.....	10/10/-	
Stonehenge	3,010	.....	...	...	...	...	...	18	...	...	18	11	...	...	...	...	...	...	...	20	.....	31	
Stony Creek	2,630	.....	...	...	...	...	...	25	...	...	25	13	...	...	...	...	...	...	...	.....	.....	13	
Stony Crossing ...	3,730	.....	...	...	...	...	...	10	...	...	10	10/10/-	...	...	...	...	...	...	...	.....	.....	10/10/-	
Strathfield	192,230	6,287	456	356	296	...	...	887	235	23	1,145	130	...	78	120	...	52	...	...	86	60	643	Rented.
Stroud	35,560	1,706	181	403	270	147	52	295	106	18	419	218	91 78	...	78	...	39	...	...	3	.....	390	Govt. building.
Stuart's Point	220	428	...	...	...	...	...	.....	24	...	24	36	...	...	...	...	...	...	...	5	6/10/-	47/10/-	Rented.
Stuart Town	27,240	662	160	767	190	180	112	357	39	28	424	120	...	...	...	...	52	...	...	2	.....	174	Govt. building.

Stuart Town Railway Station.[1]	.....	.....	...	...	...	...	...	.....	...	...	.....	...	...	...	...	...	...	...	...	.....	.....	.....	At Railway Station
Summer Hill	141,070	6,629	998	667	1,002	1,923	987	1,167	245	36	1,448	120	50	100	153 130 91 78	...	3 at 52 26	...	...	109/10/-	104	1,119/10/-	Rented.
Summer Island ...	1,130	.....	...	...	...	...	...	.....	...	...	.....	20	...	...	...	...	...	...	...	23	.....	43	
Sunny Corner	28,660	1,056	256	902	412	186	148	456	68	36	560	180	20	52	78	...	...	...	...	40/10/-	.....	370/10/-	Govt. building.
Sunnyside	700	.....	...	...	...	...	...	27	...	...	27	11	...	...	...	...	...	...	...	.....	.....	11	
Surry Hills	126,650	5,566	1,302	1,050	1,521	3,121	1,588	393	215	74	682	180	...	130 78	...	..	3 at 52	...	...	.....	165	709	Rented.
Sussex-street	531,100	14,048	416	843	215	527	216	1,444	777	45	2,266	290	...	100 78	...	...	52	...	...	55	208	783	do
Sutherland	18,940	809	192	162	150	191	82	112	37	7	156	130	...	...	...	...	...	...	...	42/10/-	.....	172/10/-	do
Sutton	2,420	.....	...	...	...	...	...	28	...	...	28	10/10/-	...	...	...	...	...	...	...	.....	.....	10/10/-	
Sutton Forest ..	31,760	942	111	304	96	106	60	195	58	13	266	160	...	78	...	...	...	...	...	4	.....	242	Govt. building.
Swamp Oak	8,090	.....	10	105	14	...	...	78	...	5	83	24	...	...	...	...	...	...	...	.....	.....	24	
Swan Bay.....	2,610	164	7	100	25	...	...	31	8	4	43	38	...	...	...	...	...	...	...	.....	.....	38	
Swansea	6,490	473	63	435	74	60	33	43	25	20	93	66	...	...	...	...	...	...	...	2	20/16/-	88/16/-	Rented.
Swan Vale	2,320	.....	...	...	...	...	...	37	...	...	37	21	...	...	...	...	...	...	...	.....	.....	21	
Sylvania	3,120	.....	...	...	...	...	...	39	...	...	39	21/10/-	...	...	...	...	...	...	...	.....	.....	21/10/-	
Tabulam	12,600	589	19	170	20	11	11	162	35	9	206	180	25	...	...	...	...	...	...	39/10/-	31/4/-	275/14/-	Rented.
Tacking Point	.....	.....	...	...	...	...	...	.....	...	...	.....	26	...	...	...	...	...	...	...	.....	.....	26	
Tahlee	.....	.....	...	...	...	...	...	.....	...	...	.....	...	...	...	...	...	...	...	...	.....	.....	.....	
Tambaroora	7,120	.....	63	223	78	...	...	75	...	7	82	71	...	...	...	...	...	...	...	20	20	111	Rented.
Tamber Springs ...	8,210	655	20	272	10	...	...	104	53	8	165	58/10/-	...	...	...	...	...	...	...	.....	.....	58/10/-	
Tamworth	116,720	16,009	3,292	2,470	3,256	2,122	943	2,478	1,226	135	3,837	353	209 110 100	218 170 160 120 100 91 78	156 2 at 110 78	...	3 at 52	150	...	186	.....	2,654	Govt. building.
Tamworth Railw'y St.[1]	.....	.....	...	...	...	...	...	.....	...	...	.....	...	...	...	...	...	...	...	...	.....	.....	.....	At Railway Station.
Tangmangaroo ..	2,040	.....	...	...	...	...	...	19	...	...	19	19/10/-	...	..	...	...	...	...	...	.....	.....	19/10/-	
Tanja	2,230	.....	...	...	...	...	...	10	...	...	10	10/10/-	...	...	...	...	...	...	...	.....	.....	10/10/-	
Tantawanglo	650	.....	...	...	...	...	...	12	...	...	12	10/10/-	...	...	...	...	...	...	...	.....	.....	10/10/-	
Tarago	8,000	760	57	280	79	35	17	132	46	10	188	Nil	Nil	...	...	...	52	...	..	.....	.....	52	At Railway Station.
Taralga	27,990	1,233	66	654	105	...	...	315	76	24	415	190	...	120	...	...	...	...	...	2	45	357	Rented.
Tarana	16,160	352	50	365	61	...	...	122	19	12	153	45	10	...	...	...	52	...	...	.....	.....	107	At Railway Station.
Tarcutta	16,180	431	10	221	22	...	...	120	26	7	153	140	...	...	...	...	...	...	...	2/10/-	.....	142/10/-	
Taree.....	98,090	4,163	447	848	450	180	84	468	307	40	815	236	...	110 100	52	...	52	150	...	64/10/-	.....	764/10/-	Govt. building.
Tareena	7,070	371	...	...	...	...	...	50	28	...	78	180	39	...	...	...	...	...	...	79/16/6	.....	298/16/6	do
Tarlo.....	1,240	.....	...	...	...	...	...	20	...	...	20	20/10/-	...	...	...	...	...	...	...	.....	.....	20/10/-	
Taro Railway Station[1]	3,550	.....	...	...	...	...	...	14	...	...	14	10	...	...	...	...	...	...	...	.....	.....	10	At Railway Station.
Tataila	780	.....	...	...	...	...	...	13	...	...	13	10/10/-	...	...	...	...	...	...	...	.....	.....	10/10/-	
Tuthum[47]	4,040	79	...	...	...	...	...	17	2	...	19	28/10/-	...	...	...	..	...	...	...	.....	.....	28/10/-	Free, by guarantors.
Tathra	3,100	877	...	...	...	...	...	26	45	...	71	110	...	...	...	...	...	...	...	1/10/-	26	137/10/-	Rented.
"*Tattersall's*"	.....	10,155	...	...	...	...	...	.....	447	...	447	170	...	...	...	...	...	...	...	.....	.....	170	
Taylor's Arm	780	.....	...	...	...	...	...	10	...	...	10	10/10/-	...	...	...	...	...	...	...	.....	.....	10/10/-	
Tea Gardens	7,380	530	134	161	64	53	29	54	34	7	75	120	...	...	...	...	...	...	...	.....	21	141	Rented.
Telegraph Point...	3,200	.....	...	...	...	...	...	50	...	...	50	27/10/-	...	...	...	...	...	...	...	.....	.....	27/10/-	
Temora	116,590	9,688	614	1,726	913	488	258	1,199	611	74	1,884	218	65	130	78	39	...	...	...	78	.....	608	Govt. building.
Tempe	8,620	.....	42	33	37	...	...	56	...	1	57	39/10/-	...	...	...	...	...	...	...	13	.....	52/10/-	
Tenandra	4,120	.....	...	...	...	...	...	15	...	...	15	21	...	...	...	...	...	...	...	.....	.....	21	
Tenterfield	138,910	5,041	877	1,607	817	643	276	1,677	401	66	1,544	299	91	200 140 130	115	...	...	175	...	117	.....	1,267	Govt. building.
Tenterfield Railway Station.[1]	.....	.....	...	...	...	...	...	.....	...	...	.....	...	...	...	...	...	...	...	...	.....	.....	.....	At Railway Station.
Tent Hill	3,390	.....	...	...	...	...	...	52	...	...	52	18/10/-	...	...	...	...	...	...	...	.....	.....	18/10/-	

Note.—For other references see page 59.

Name of Office.	Business transacted.							Revenue.				Expenditure.											Arrangements as regards Premises.
												Salaries.											
	No. of Letters posted.	No. of Telegrams transmitted.	No. of Postal Notes paid.	No. of Money Orders issued.	No. of Money Orders paid.	No. of Savings Bank deposits.	No. of Savings Bank withdrawals.	Postal.	Telegraphic.	Money Order and Postal Note.	Total.	Officers in Charge.	Assistants.	Operators.	Letter-carriers.	Mail-boys.	Messengers.	Line Repairers.	Other Employés.	Allowances.	Rent of Office.	Total.	
								£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	
Teralba	11,300	661	50	181	96	...	...	106	36	11	153	51	...	...	52	...	...	...	...	...	...	103	At Railway Station.
Terara	8,290	402	25	155	58	73	50	55	24	6	85	58/10/-	...	...	...	...	...	...	...	1	20	79/10/-	Rented.
Termeil	1,070	...	...	...	...	...	...	11	...	...	11	10/10/-	...	...	...	...	...	...	...	...	...	10/10/-	
Thackaringa	4,600	515	11	177	23	30	3	44	31	6	81	140	10	...	...	...	...	...	...	41	26	217	Rented.
Tharwa[48]	1,000	...	...	...	...	...	...	14	...	...	14	10	...	...	...	...	...	...	...	...	...	10	
The Exchange	246,660	67,568	318	1,663	29	...	...	1,701	5,043	84	6,828	218	140	190 120 2at78	...	78	52	...	...	40	200	1,194	Rented.
The Gulf	660	...	...	...	...	...	...	10	...	...	10	10	...	...	...	...	...	...	...	...	...	10	
The Junction	29,200	...	...	...	...	...	...	2	...	...	2	35/10/-	...	...	...	...	...	...	...	...	...	35/10/-	
The Lagoon	930	...	...	...	...	...	...	10	...	...	10	11/10/-	...	...	...	...	...	...	...	...	...	11/10/-	
The Pocket	5,690	...	...	...	...	...	...	58	...	...	58	16	...	...	...	...	...	...	...	...	...	16	
The Reefs	3,000	...	...	...	...	...	...	21	...	...	21	13	...	...	...	...	...	...	...	...	...	13	
The Rock	22,020	542	11	191	26	...	...	178	32	7	217	42	...	...	...	...	...	...	...	...	...	42	At Railway Station.
The Valley	2,470	...	...	...	...	...	...	10	...	...	10	10/10/-	...	...	...	...	...	...	...	...	...	10/10/-	
Thirlmere	17,640	312	218	257	148	...	...	158	17	12	187	24	39 10	...	...	...	...	...	...	...	...	73	At Railway Station.
Thirroul	5,250	...	75	221	96	...	...	48	...	8	56	25	...	...	...	...	...	...	...	...	...	25	do
Thornleigh	13,420	589	...	...	...	...	...	99	18	...	117	16	...	...	...	...	...	...	...	...	...	16	do
Thornton[1]	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	do
Thuddungra	4,500	...	...	...	...	...	...	53	...	...	53	11/10/-	...	...	...	...	...	...	...	...	...	11/10/-	
Thurgoona	6,690	...	...	...	...	...	...	82	...	...	82	27/10/-	...	...	...	...	...	...	...	...	...	27/10/-	
Tibooburra	13,730	1,836	27	871	55	62	6	300	135	16	451	110	...	100	...	...	...	...	...	44	65	319	Rented.
Tichborne	560	...	...	...	...	...	...	20	...	...	20	11	...	...	...	...	...	...	...	15	...	26	
Tighe's Hill[9]	19,890	677	148	499	269	10	16	248	34	17	299	93	66	...	...	...	...	...	...	30	...	188	
Tilba Tilba	15,930	646	59	272	41	79	31	176	39	11	226	63/10/-	...	...	...	...	...	...	...	10	...	73/10/-	
Tilpa	8,660	1,710	10	305	27	...	...	168	122	15	305	180	...	...	...	...	...	...	...	29	...	209	
Timbarra	1,010	...	...	...	...	...	...	23	...	...	23	15/10/-	...	...	...	...	...	...	...	...	...	15/10/-	
Timbery Range	3,720	...	...	...	...	...	...	37	...	...	37	18	...	...	...	...	...	...	...	...	...	18	
Timbilica	510	...	...	...	...	...	...	13	...	...	13	13/10/-	...	...	...	...	...	...	...	...	...	13/10/-	
Timbrielbungie	3,070	...	...	...	...	...	...	16	...	...	16	16/10/-	...	...	...	...	...	...	...	...	...	16/10/-	
Timor	3,260	...	...	...	...	...	...	50	...	...	50	14	...	...	...	...	...	...	...	...	...	14	
Tingha	20,650	1,150	82	623	195	190	57	267	73	34	374	227	40	...	...	...	...	...	...	5	52	324	Rented.
Tinonee	18,730	497	31	205	51	44	26	121	29	7	157	190	100	...	...	...	...	...	...	3/10/-	...	293/10/-	Govt. building.
Tintaldra (Victoria)	...	...	...	...	...	...	...	5	...	...	5	30	...	...	...	...	...	...	...	...	...	30	
Tintenbar	7,920	568	3	360	28	...	...	39	31	11	81	120	...	...	...	...	...	...	...	1/10/-	...	121/10/-	
Tintin Hull	2,330	...	...	...	...	...	...	...	...	...	...	10/10/-	...	...	...	...	...	...	...	...	...	10/10/-	
Tocumwal	30,150	2,322	96	537	52	88	33	373	141	26	540	227	20	110	...	...	...	...	...	4	52	413	Rented.
Tomago	2,070	...	...	...	...	...	...	17	...	...	17	17/10/-	...	...	...	...	...	...	...	26	...	43/10/-	
Tomerong	5,980	233	44	140	190	12	17	43	12	4	59	61/10/-	...	...	...	...	...	...	...	...	...	61/10/-	
Toningley	9,560	606	47	268	26	...	...	98	35	13	146	58/10/-	...	...	...	...	...	...	...	...	...	58/10/-	
Tongarra	1,490	...	...	...	...	...	...	21	...	...	21	10/10/-	...	...	...	...	...	...	...	35	...	45/10/-	
Toogong	6,000	...	...	...	...	...	...	27	...	...	27	24	...	...	...	...	...	...	...	...	...	24	
Tooloom	4,230	...	...	...	...	...	...	21	...	...	21	18	...	...	...	...	...	...	...	...	...	18	
Toorua	5,150	369	...	...	...	...	...	38	22	...	60	18	...	40	...	...	...	...	...	...	...	58	
Toongabbie	2,990	...	...	...	...	...	...	35	...	...	35	10/10/-	...	...	...	...	...	...	...	...	...	10/10/-	
Torington	3,060	...	...	...	...	...	...	36	...	...	36	19/10/-	...	...	...	...	...	...	...	...	...	19/10/-	
Toronto[50]	7,260	133	440	101	471	21	11	52	8	7	67	41	...	...	...	...	...	...	...	...	...	41	
Torrowangee	10,950	3,307	18	884	32	314	67	176	211	34	421	150	...	...	...	...	52	...	...	32	39	273	Rented.
Towamba[11]	1,850	443	15	74	11	...	...	51	28	3	82	41/10/-	...	...	...	...	...	...	...	...	...	41/10/-	
Towrang	5,680	88	...	...	...	...	...	...	4	...	4	21	...	...	...	...	...	...	...	...	...	21	At Railway Station.
Trangie	38,500	2,557	109	859	117	107	48	460	144	36	640	100	...	...	...	...	52	...	...	4	20	176	Rented.
Trangie Railway Station.[1]	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	At Railway Station.

Trevallyn	4,470	.....	...	...	...	...	...	35	...	...	35	21	...	...	...	...	...	...	...	.....	.....	21	
Trundle	18,980	1,453	12	275	30	34	31	201	90	11	302	100	...	...	...	...	...	...	...	22/10/-	.....	122/10/-	
Trunkey Creek	23,270	1,199	85	554	130	86	75	218	87	21	326	100	65	...	...	...	...	...	...	2	.....	167	Govt. building.
Tuena	8,390	761	93	385	58	19	17	108	53	15	176	100	...	...	...	...	39	...	...	3/10/-	30	172/10/-	Rented.
Tuggerah Lakes[51]	950	.....	...	...	...	...	...	21	...	...	21	10	...	...	...	...	...	...	...	.....	.....	10	
Tumberumba	40,550	2,354	83	789	162	165	57	371	167	31	569	150	...	120	...	...	...	...	...	4	.....	274	Govt. building.
Tumbulgum	8,820	700	25	386	54	55	37	95	40	15	150	120	...	...	...	...	...	...	...	4	39	163	Rented.
Tumut	104,980	4,316	316	907	585	311	135	984	272	51	1,307	280	30	120 65	...	...	52	...	...	41/10/-	.....	583/10/-	Govt. building.
Tuncurry	5,210	.....	...	...	...	...	...	97	...	...	97	20	...	...	...	...	...	...	...	.....	.....	20	
Turlinjah	3,450	.....	...	...	...	...	...	31	...	...	31	16	...	...	...	...	...	...	...	.....	.....	16	
Turramurra	8,390	.....	...	...	...	...	...	64	...	...	64	10	...	...	...	...	...	...	...	.....	.....	10	
Tweed Heads	12,470	1,603	58	404	71	120	47	86	96	17	199	130	...	52	...	...	...	...	...	3/10/-	31/4/-	216/14/-	Rented.
Tweed Heads Signal Station.	.....	.....	...	...	...	...	...	.....	...	...	.....	...	...	...	...	...	...	...	...	.....	.....	.....	At Signal Station.
Two-mile Flat	880	.....	...	...	...	...	...	13	...	...	13	13/10/-	...	...	...	...	...	...	...	.....	.....	13/10/-	
Tyndale	1,310	.....	...	...	...	...	...	18	...	...	18	12/10/-	...	...	...	...	...	...	...	16	.....	28/10/-	
Tyringham	2,870	.....	...	...	...	...	...	17	...	...	17	10/10/-	...	...	...	...	...	...	...	.....	.....	10/10/-	
Uarbry	5,230	.....	...	...	...	...	...	11	...	...	11	11/10/-	...	...	...	...	...	...	...	.....	.....	11/10/-	
Ulan	2,570	.....	...	...	...	...	...	10	...	...	10	10/10/-	...	...	...	...	...	...	...	.....	.....	10/10/-	
Ulladulla	9,290	675	142	113	140	59	28	45	41	4	90	85	...	...	...	...	...	...	...	18	.....	103	At Pilot Station.
Ulmarra	39,760	1,317	88	472	113	132	59	221	94	21	336	180	...	91	...	...	52	...	...	3/10/-	.....	326/10/-	Govt. building.
Ultimo	41,530	2,385	527	372	580	1,603	675	457	101	21	579	150	100	...	...	...	52	...	...	.....	78	380	Rented.
Umaralla[52]	1,430	.....	...	...	...	...	...	20	...	...	20	10	...	...	...	...	...	...	...	.....	.....	10	
Unanderra	11,690	320	...	...	...	...	...	37	18	...	55	58/10/-	...	...	...	...	...	...	...	.....	.....	58/10/-	
Underbank	2,830	.....	...	...	...	...	...	51	...	...	51	25/10/-	...	...		...	...	...	...	.....	.....	25/10/-	
Ungarie	9,910	.....	...	...	...	...	...	130	...	...	130	42	...	...	...	...	...	...	...	.....	.....	42	Free, by Guarantors.
Upper Bankstown	2,720	.....	...	...	...	...	...	7	...	...	7	16/10/-	...	...	...	...	...	...	...	.....	.....	16/10/-	
Upper Botobolar	470	.....	...	...	...	...	...	10	...	...	10	10/10/-	...	...	...	...	...	...	...	.....	.....	10/10/-	
Upper Burragorang	3,320	.....	...	...	...	...	...	25	...	...	25	10/10/-	...	...	...	...	...	...	...	.....	.....	10/10/-	
Upper Coldstream	1,370	56	...	...	...	...	...	19	3	...	22	26/10/-	...	...	...	...	...	...	...	.....	.....	26/10/-	
Upper Colo	1,800	.....	...	...	...	...	...	12	...	...	12	15/10/-	...	...	...	...	...	...	...	.....	.....	15/10/-	
Upper Copmanhurst	9,140	596	34	245	25	67	18	124	41	9	174	160	...	78	...	...	...	...	...	3/10/-	.....	241/10/-	
Upper Kangaroo River	1,310	.....	...	...	...	...	...	24	...	...	24	11	...	...	...	...	...	...	...	.....	.....	11	
Upper Lansdown	940	.....	...	...	...	...	...	10	...	...	10	10	...	...	...	...	...	...	...	.....	.....	10	
Upper Manilla	5,820	180	...	...	...	...	...	60	10	...	70	45/10/-	...	...	...	...	...	...	...	.....	.....	45/10/-	
Upper M'Donald	1,240	.....	...	...	...	...	...	20	...	...	20	10/10/-	...	...	...	...	...	...	...	.....	.....	10/10/-	
Upper Orara	1,730	.....	...	...	...	...	...	10	...	...	10	10/10/-	...	...	...	...	...	...	...	.....	.....	10/10/-	
Upper Pyramul	3,040	.....	...	104	5	...	...	45	...	3	48	20	...	...	...	...	...	...	...	.....	.....	20	
Upper Rolland's Plains	1,230	.....	...	...	...	...	...	.....	...	...	.....	10	...	...	...	...	...	...	...	.....	.....	10	
Upper Turon	1,400	.....	...	...	...	...	...	26	...	...	26	11/10/-	...	...	...	...	...	...	...	.....	.....	11/10/-	
Uralla	14,360	2,563	303	762	264	355	160	744	163	34	941	254	...	140	52	...	52	...	...	31	.....	529	Govt. building.
Uralla Railway[1] Station.	.....	.....	...	...	...	...	...	.....	...	...	.....	...	...	...	...	...	...	...	...	.....	.....	.....	At Railway Station.
Urana	44,330	3,518	144	901	196	145	68	550	232	34	816	254	91 30	...	...	...	26	...	...	51/12/6	.....	452/12/6	Govt. building.
Urangeline	1,780	.....	...	...	...	...	...	20	...	...	20	21	...	...	...	...	...	...	...	.....	.....	21	
Uranquinty	7,860	205	...	...	...	...	...	18	12	...	30	11	...	...	...	...	...	...	...	.....	.....	11	At Railway Station.
Uriarra	1,260	.....	...	...	...	...	...	20	...	...	20	12/10/-	...	...	...	...	...	...	...	.....	.....	12/10/-	
Vacy	9,530	166	19	89	26	...	...	59	10	3	72	49	...	...	...	...	...	...	...	.....	.....	49	
Vale of Clwydd	4,390	.....	...	...	...	...	...	32	...	...	32	17	...	...	...	...	...	...	...	.....	.....	17	
Vere	1,460	.....	...	...	...	...	...	28	...	...	28	16	...	...	...	...	...	...	...	.....	.....	16	
Vittoria	1,320	.....	...	...	...	...	...	12	...	...	12	14/10/-	...	...	...	...	...	...	...	.....	.....	14/10/-	
Wagga Wagga	517,090	17,856	1,927	4,395	2,095	2,290	1,161	719	1,327	158	2,204	299	254 150 140 100	160 150 130 120 3 at 100 52	130 125 120	...	2 at 52 26	150	65 Battery min. 65 Switch-board attendant	231/10/-	.....	2,871/10/-	Govt. building.

NOTE.—For other references see page 59.

Name of Office.	Business transacted.							Revenue.				Expenditure.											Arrangements as regards Premises.
												Salaries.											
	No. of Letters posted.	No. of Telegrams transmitted.	No. of Postal Notes paid.	No. of Money Orders issued.	No. of Money Orders paid.	No. of Savings Bank deposits.	No. of Savings Bank withdrawals.	Postal.	Telegraphic.	Money Order and Postal Note.	Total.	Officers in Charge.	Assistants.	Operators.	Letter Carriers.	Mail Boys.	Messengers.	Line Repairers.	Other Employés.	Allowances.	Rent of Office.	Total.	
								£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	
Wagga Wagga Railway Station.	.....	82	...	...	...	...	...	.....	4	...	4	...	...	...	...	...	...	...	...	.....	.....	.....	At Railway Station.
Wagga	6,440	154	...	...	...	...	...	32	8	...	40	25	...	...	...	...	...	...	...	.....	.....	25	
Walbundrie	6,040	1,147	32	164	19	23	14	133	75	8	216	110	...	...	...	...	...	...	...	1	12	123	Rented.
Walcha	62,130	2,485	217	959	180	199	126	825	165	37	1,027	227	...	120	39	...	39	...	...	39/10/-	.....	464/10/-	Govt. building.
Walcha Road	12,400	374	15	242	34	114	33	76	21	10	107	40	...	...	...	...	...	...	...	.....	.....	40	At Railway Station.
Walgett	102,730	10,146	146	1,203	434	428	148	799	825	54	1,678	254	140 110 78	...	...	...	52	150	...	71/17/6	.....	855/17/6	Govt. building.
Wallabadah	11,430	.....	26	327	39	...	...	126	...	10	136	45/10/-	...	...	...	...	...	...	...	.....	.....	45/10/-	
Wallace	3,410	.....	...	...	...	...	...	14	...	...	14	14/10/-	...	...	...	...	...	...	...	.....	.....	14/10/-	
Wallangra	6,560	.....	...	...	...	...	...	110	...	...	110	21	...	...	...	...	...	...	...	.....	.....	21	
Wallarobba	4,820	.....	...	...	...	...	...	17	...	...	17	20/10/-	...	...	...	...	...	...	...	.....	.....	20/10/-	
Walla Walla	4,190	.....	...	...	...	...	...	79	...	...	79	13/10/-	...	...	...	...	...	...	...	.....	.....	13/10/-	
Wallendbeen	22,340	696	34	239	85	25	28	201	40	10	251	39	...	...	...	...	...	...	...	2	.....	41	At Railway Station.
Wallerawang	94,120	998	189	756	209	303	68	328	58	31	417	218	25	78	...	...	...	...	...	6	40	367	Rented.
Wallerawang Railway Station.[1]	.....	.....	...	...	...	...	...	.....	...	...	.....	...	...	...	...	...	...	...	...	.....	.....	.....	At Railway Station.
Walli	1,320	.....	...	...	...	...	...	35	...	...	35	13/10/-	...	...	...	...	...	...	...	.....	.....	13/10/-	
Wallsend-Plattsburg.	223,170	3,277	631	1,398	914	1,089	532	736	156	57	949	280	26	110	135 110	...	52	...	...	73	.....	786	Govt. building.
Wanberal	2,860	.....	...	...	...	...	...	35	...	...	35	13	...	...	...	...	...	...	...	.....	.....	13	
Wanaaring	20,840	2,779	17	449	51	142	34	319	204	23	546	200	100	...	...	...	...	...	...	90/12/6	52	442/12/6	Rented.
Wandandian	2,550	.....	...	...	...	...	...	16	...	...	16	14/10/-	...	...	...	...	...	...	...	.....	.....	14/10/-	
Wandella	1,060	.....	...	...	...	...	...	10	...	...	10	10/10/-	...	...	...	...	...	...	...	.....	.....	10/10/-	
Wandsworth	8,990	.....	19	198	9	...	...	92	...	9	101	24/10/-	...	...	...	...	...	...	...	.....	.....	24/10/-	
Wanganella	20,580	.....	...	...	...	...	...	33	...	...	33	36	...	...	...	...	...	...	...	.....	.....	36	
Wangat	1,230	.....	...	...	...	...	...	13	...	...	13	10/10/-	...	...	...	...	...	...	...	.....	.....	10/10/-	
Wanstead	12,010	.....	...	...	...	...	...	3	...	...	3	11	...	...	...	...	...	...	...	.....	.....	11	At Railway Station.
Warattah	81,470	1,216	315	265	381	326	181	535	60	25	620	160	...	78	145 65	...	...	...	...	73	.....	521	Govt. building.
Warattah Railway Station.[1]	.....	.....	...	...	...	...	...	.....	...	...	.....	...	...	...	...	...	...	...	...	.....	.....	.....	At Railway Station.
Wardell	21,300	1,332	40	490	85	67	75	183	74	19	276	218	...	78	...	...	...	...	...	3/10/-	40	339/10/-	Rented.
Warge Rock	2,650	.....	...	...	...	...	...	15	...	...	15	10/10/-	...	...	...	...	...	...	...	.....	.....	10/10/-	
Warialda	98,490	3,923	247	574	212	147	58	548	282	24	854	227	26	100	...	...	52	150	...	42/10/-	.....	597/10/-	Govt. building.
Warkton	2,940	.....	...	...	...	...	...	12	...	...	12	12/10/-	...	...	...	...	...	...	...	.....	.....	12/10/-	
Warkworth	6,600	176	...	...	...	...	...	60	9	...	69	30	...	26	...	...	...	...	...	.....	15/12/-	71/12/-	Rented.
Warmatta	1,400	.....	...	...	...	...	...	14	...	...	14	10/10/-	...	...	...	...	...	...	...	.....	.....	10/10/-	
Warne[62]	4,160	218	24	235	38	3	2	138	12	11	161	39	...	...	...	...	...	...	...	.....	.....	39	
Warneton	1,800	.....	...	...	...	...	...	15	...	...	15	15/10/-	...	...	...	...	...	...	...	.....	.....	15/10/-	At Railway Station.
Waroo	3,290	.....	...	...	...	...	...	.....	...	...	.....	11	...	...	...	...	...	...	...	.....	.....	11	
Warrah Ridge	870	.....	...	...	...	...	...	10	...	...	10	10/10/-	...	...	...	...	...	...	...	.....	.....	10/10/-	
Warren	116,870	6,267	206	1,610	822	373	138	1,136	411	61	1,608	254	91	140	52	...	...	...	...	8	.....	545	Govt. building.
Waterfall	380	38	...	...	...	...	...	10	2	...	12	10	...	...	...	...	...	...	...	.....	.....	10	At Railway Station.
Waterloo	50,470	1,601	516	181	600	722	351	263	68	11	342	130	...	120	...	...	2 at 52	...	...	19/10/-	52	425/10/-	Rented.
Watson's Bay	16,630	1,334	58	136	40	232	130	105	48	6	159	130	...	...	110	...	52	...	...	48	36/8/-	376/8/-	do
Wattamolla	1,280	.....	...	...	...	...	...	12	...	...	12	10/10/-	...	...	...	...	...	...	...	.....	.....	10/10/-	
Wattle Flat	15,120	606	113	388	245	69	87	152	33	16	201	130	...	...	...	...	13	...	...	2	20	165	Rented.
Wauchope	18,220	1,065	63	430	120	102	52	187	67	15	269	140	...	...	...	...	52	...	...	1	36	229	do
Waverley	258,880	7,292	1,398	934	1,435	2,506	1,143	1,536	288	46	1,870	218	91 52	130 110 52	135 130 105 78	78	4 at 52	...	65 39 39 ... Switchboard Attendants.	197/10/-	.....	1,727/10/-	Govt. building.

Weddin	1,930	...	...	...	...	...	...	43	...	...	43	11/10/-	...	...	...	...	...	...	...	...	...	11/10/-	
Wee Waa	34,340	2,875	51	516	70	126	35	414	193	23	630	180	...	91	...	...	...	...	...	5	...	276	Govt. building.
Weismantel's	3,550	...	...	...	...	...	...	51	...	...	51	21	...	...	...	...	...	...	...	...	...	21	
Welcome Reefs	1,620	...	...	...	...	...	...	13	...	...	13	10/10/-	...	...	...	...	...	...	...	...	...	10/10/-	
Wellingrove	1,920	...	...	...	...	...	...	21	...	...	21	21/10/-	...	...	...	...	...	...	...	...	...	21/10/-	
Wellington	204,220	4,728	689	2,813	1,000	789	330	1,362	279	111	1,752	299	...	200 91	65	...	39	...	...	78	...	772	Govt. building.
Wellington Railway Station.[1]	...	89	...	...	...	...	...	...	5	...	5	...	...	...	...	...	...	...	...	...	...	...	At Railway Station.
Wentworth	88,200	5,574	192	603	222	248	94	675	399	33	1,107	362	160 52	170 120	...	...	52	150	...	60/12/6	...	1,126/12/6	Govt. building.
Wentworth Falls	45,920	851	79	195	82	37	18	202	50	10	262	19	78 5	...	...	...	...	...	...	31/4/-	...	133/4/-	At Railway Station.
Wentworthville	4,660	66	...	...	...	...	...	29	4	...	33	10	...	...	...	...	...	...	...	...	...	10	do
Werombi	2,380	...	...	...	...	...	...	41	...	...	41	13	...	...	...	...	...	...	...	...	...	13	
Werrington	1,060	...	...	...	...	...	...	10	...	...	10	10/10/-	...	...	...	...	...	...	...	...	...	10/10/-	
Werris Creek	26,390	2,376	65	626	66	186	86	301	146	23	470	110	...	...	...	...	52	...	...	1	...	163	
Werris Creek Railway Station.[1]	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	At Railway Station.
Westbrook	1,820	...	...	...	...	...	...	13	...	...	13	13/10/-	...	...	...	...	...	...	...	...	...	13/10/-	
West Cambewarra	690	...	...	...	...	...	...	7	...	...	7	10/10/-	...	...	...	...	...	...	...	...	...	10/10/-	
West Kempsey	29,510	2,768	136	401	172	141	53	50	252	15	317	254	...	120	...	...	...	...	...	4	...	378	Govt. building.
West Maitland	942,060	16,079	4,935	3,076	4,245	2,309	1,200	2,766	1,309	144	4,219	380 335	190 130 100 2 at 91	2 at 180 170 160 140 130 110 100 52	160 135 2 at 73 65 39	...	2 at 52 26	150	100 Battery-man 78 Switchboard attendant	297	...	3,849	do
West Maitland Railway Stn.[1]	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	At Railway Station.
West Maitland, High-street Railway Stn.[1]	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	do
West Mitchell	3,180	...	...	...	...	...	...	41	...	...	41	19	...	...	...	...	...	...	...	...	...	19	
West Tamworth	5,730	333	38	140	63	41	5	...	18	5	23	26	...	...	...	...	...	...	...	...	...	26	At Railway Station.
West Wallsend	13,010	778	82	446	139	289	105	164	43	19	226	100	...	...	...	...	...	...	...	26	...	126	
West Wyalong[54]	203,330	7,631	896	2,056	1,247	269	528	961	467	80	1,508	140	110 100 52	...	...	...	26	...	...	155/10/-	...	583/10/-	
Wetherill Park	3,290	...	...	...	...	...	...	37	...	...	37	10/10/-	...	...	...	...	...	...	...	15	...	25/10/-	
Whealbah	2,380	...	...	...	...	...	...	44	...	...	44	14	...	...	...	...	...	...	...	...	...	14	
Wheeo	3,880	...	...	...	...	...	...	18	...	...	18	30/10/-	...	...	...	...	...	...	...	...	...	30/10/-	
Wherrol Flat	1,550	...	...	...	...	...	...	29	...	...	29	11	...	...	...	...	...	...	...	...	...	11	
Whinstone Valley	2,610	...	...	...	...	...	...	13	...	...	13	13/10/-	...	...	...	...	...	...	...	...	...	13/10/-	
White Cliffs[55]	14,940	...	...	...	...	...	...	227	...	...	227	30	...	...	...	...	...	...	...	...	...	30	
Whiteman Creek	850	...	...	...	...	...	...	3	...	...	3	13	...	...	...	...	...	...	...	...	...	13	
White Rock	1,040	...	...	...	...	...	...	28	...	...	28	15	...	...	...	...	...	...	...	...	...	15	
Whittingham	12,120	...	...	...	...	...	...	69	...	...	69	35/10/-	...	...	...	...	...	...	...	...	...	35/10/-	
Whitton	248,980	2,035	136	465	212	132	60	518	122	23	663	140	...	100	...	...	...	...	...	32/10/-	...	272/10/-	At Railway Station.
Wickham	149,100	1,056	451	505	530	987	511	336	52	28	416	190	...	110	130 105	...	52	...	...	81	...	668	Govt. building.
Wilberforce	21,870	350	46	147	59	...	...	65	19	5	89	53	...	...	...	...	...	...	...	...	...	53	
Wilcannia	137,450	12,750	292	1,394	425	521	205	1,541	1,087	68	2,696	299	140	130 100 91	65 ...	...	52 26	150	...	172/12/6	...	1,225/12/6	Govt. building.
Willanthry	2,060	...	3	31	1	11	4	31	...	1	32	15	...	...	...	...	...	...	...	...	...	15	
William-street	177,470	16,640	2,175	2,475	1,408	4,087	2,328	2,283	678	130	3,091	244	140 78	170 150	...	...	5 at 52 39 26	...	...	5	...	1,212	Govt. building.
William Town	1,510	...	...	...	...	...	...	20	...	...	20	20/10/-	...	...	...	...	...	...	...	...	...	20/10/-	

NOTE.—For other references see page 59.

Name of Office.	Business transacted.							Revenue.				Expenditure.											Arrangements as regards Premises.
												Salaries.											
	No. of Letters posted.	No. of Telegrams transmitted.	No. of Postal Notes paid.	No. of Money Orders issued.	No. of Money Orders paid.	No. of Savings Bank deposits.	No. of Savings Bank withdrawals.	Postal.	Telegraphic.	Money Order and Postal Note.	Total.	Officers in Charge.	Assistants.	Operators.	Letter-carriers.	Mail-boys.	Messengers.	Line Repairers.	Other Employees.	Allowances.	Rent of Office.	Total.	
								£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	
Willoughby	34,440	781	138	160	118	279	143	122	33	7	162	99/10/-	...	...	125 105 91	52	26	...	...	148	65	711/10/-	Rented.
Willow-tree	31,980	514	9	399	13	...	...	187	31	16	234	50	...	...	...	...	...	...	...	.....	.....	50	At Railway Station.
Willson's Downfall	13,390	.....	11	335	25	...	...	.....	...	10	10	24/10/-	...	...	...	...	...	...	...	.....	.....	24/10/-	
Wilson	1,050	.....	...	...	...	...	...	10	...	...	10	10/10/-	...	...	...	...	...	...	...	.....	.....	10/10/-	
Wilton	9,370	.....	32	245	51	...	...	55	...	8	63	26	...	...	...	...	...	...	...	.....	.....	26	
Wimbledon	6,290	91	...	...	...	...	...	.....	5	...	5	11	...	...	...	...	...	...	...	.....	.....	11	At Railway Station.
Windellama	5,760	.....	9	68	17	...	...	51	...	3	54	23/10/-	...	...	...	...	...	...	...	.....	.....	23/10/-	
Windeyer	7,400	.....	5	128	33	...	...	23	...	5	28	21/10/-	...	...	...	...	...	...	...	.....	.....	21/10/-	
Windsor	124,240	3,227	951	1,159	717	383	163	826	183	49	1,058	326	39	160 100	130 70	...	52	...	...	72/10/-	.....	949/10/-	Govt. building.
Windsor Railway Station.[1]	.....	.....	...	...	...	...	...	.....	...	...	.....	...	...	...	...	...	...	...	...	.....	.....	.....	At Railway Station.
Wingello	7,930	54	...	...	...	...	...	32	3	...	35	18	...	...	...	...	...	...	...	.....	.....	18	do
Wingen	7,850	363	13	230	12	...	...	112	20	7	139	25	...	...	...	...	...	...	...	.....	.....	25	do
Wingham	47,940	1,759	156	508	163	137	63	343	95	19	457	200	...	78	39	...	...	...	...	4	.....	321	Govt. building.
Winton	1,210	.....	...	...	...	...	...	38	...	...	38	11	...	...	...	...	...	...	...	.....	.....	11	
Wiseman's Creek	2,230	.....	...	...	...	...	...	20	...	...	20	10/10/-	...	...	...	...	...	...	...	.....	.....	10/10/-	
Wiseman's Ferry	10,540	694	61	510	82	45	27	100	37	22	159	227	39	...	...	...	...	...	...	48/10/-	55	369/10/-	Rented.
Woltar	8,940	.....	8	263	27	...	...	58	...	7	65	30	...	...	...	...	...	...	...	.....	.....	30	
Wollombi	13,910	766	57	343	169	73	28	131	52	17	200	236	...	78	...	...	...	...	...	39/10/-	.....	353/10/-	Govt. building.
Wollomombi[3d]	16,790	272	11	25	...	...	...	10	16	1	36	27	...	...	...	...	...	...	...	.....	.....	27	
Wollongbar	2,550	.....	...	...	...	...	...	12	...	...	12	16/10/-	...	...	...	...	...	...	...	.....	.....	16/10/-	
Wollongong	224,440	7,550	1,250	2,048	1,552	1,207	630	1,548	428	96	2,072	335	100	120 110	106 78 65	...	52	...	...	114/10/-	.....	1,079/10/-	Govt. building.
Wolumla	28,510	688	78	247	54	44	16	101	39	9	149	100	...	...	...	...	52	...	...	2/10/-	35	189/10/-	Rented.
Wombat	6,210	.....	9	57	28	...	...	15	...	2	17	20	...	...	...	...	...	...	...	.....	.....	20	
Woodburn	19,450	552	17	434	66	30	35	89	31	15	135	150	91	...	...	...	...	...	...	69/10/-	30	370/10/-	Rented.
Woodfordleigh	3,360	.....	...	...	...	...	...	17	...	...	17	22/10/-	...	...	...	...	...	...	...	4	.....	26/10/-	
Woodhill	810	.....	...	...	...	...	...	10	...	...	10	10/10/-	...	...	...	...	...	...	...	.....	.....	10/10/-	
Woodhouselee	4,840	.....	...	...	...	...	...	38	...	...	38	24/10/-	...	...	...	...	...	...	...	.....	.....	24/10/-	
Woodlands	2,260	.....	...	...	...	...	...	22	...	...	22	10/10/-	...	...	...	...	...	...	...	.....	.....	10/10/-	
Woodside	2,060	153	...	...	...	...	...	56	8	...	64	40/10/-	...	...	...	...	...	...	...	.....	.....	40/10/-	
Woodstock	15,490	438	16	268	68	...	...	202	23	14	239	56	26 Nil.	...	...	...	...	...	...	.....	.....	82	At Railway Station.
Woodville	7,300	167	...	...	...	...	...	26	9	...	35	56/10/-	...	...	...	...	...	...	...	.....	.....	56/10/-	
Woolbrook[1f]	4,270	41	10	58	3	...	...	76	2	4	82	17	...	...	...	...	...	...	...	.....	.....	17	At Railway Station.
Woolgoolga[5f]	9,180	905	19	165	56	8	4	42	57	6	105	100	...	...	...	...	...	...	...	2	30	132	Rented.
Woollahra	182,360	5,968	2,470	884	1,522	2,026	961	852	224	41	1,117	190	...	140 78	170 145 125 91 78	...	3 at 52 26	...	...	42/10/-	150	1,391/10/-	do
Woolomin	2,090	.....	...	...	...	...	...	34	...	...	34	18	...	...	...	...	...	...	...	.....	.....	18	
Woolwich[3]	12,950	588	24	31	6	19	2	118	19	2	139	42	...	...	65	...	...	...	...	10	.....	117	
Woomargama	8,050	.....	...	...	...	...	...	52	...	...	52	33/10/-	...	...	...	...	...	...	...	.....	.....	33/10/-	
Woonona	22,060	514	200	517	292	486	217	188	26	23	237	100	...	...	...	...	...	...	...	2	48	150	Rented.
Woore	1,430	.....	...	...	...	...	...	14	...	...	14	14/10/-	...	...	...	...	...	...	...	.....	.....	14/10/-	
Woy Woy[1]	.....	328	...	...	...	...	...	.....	18	...	18	...	...	...	...	...	...	...	...	.....	.....	.....	At Railway Station.
Wyalong[1s]	26,730	2,794	270	586	580	82	115	203	169	22	394	100	39	78	...	...	26	...	...	104	19/10/-	366/10/-	Rented.

Wybong	1,200	.....	...	...	...	...	...	16	...	...	16	14/10/-	...	...	...	...	...	...	...	.....	.....	14/10/-		
Wyee[1]	3,890	61	...	...	...	...	...	73	4	...	77	10	...	...	...	...	...	...	...	.....	.....	10	At Railway Station.	
Wyndham	9,470	899	59	263	56	35	14	112	53	9	174	130	10	...	...	...	...	...	...	28/10/-	.....	168/10/-		
Wyong	20,660	870	400	403	867	87	25	197	47	17	261	110	...	...	...	...	52	...	...	1/10/-	.....	163/10/-	Govt. building.	
Wyong Railway Station.[1]	.....	.....	...	...	...	...	...	.....	...	...	.....	...	...	...	...	...	...	...	...	.....	.....	.....	At Railway Station.	
Wyong Creek	4,920	.....	...	...	...	...	...	9	...	...	9	15/10/-	...	...	...	...	...	...	...	24	.....	39/10/-		
Wyrallah	11,410	533	19	198	35	...	...	79	29	12	120	120	...	...	...	...	...	...	...	7	20	147	Rented.	
Yalgogrin North[2]	1,970	.....	...	...	...	...	...	3	...	...	3	10	...	...	...	...	...	...	...	.....	.....	10		
Yalpunga	1,810	.....	...	...	...	...	...	10	...	...	10	10/10/-	...	...	...	...	...	...	...	.....	.....	10/10/-		
Yalwal	6,810	472	17	74	4	...	...	70	30	4	104	47/10/-	...	...	...	...	...	...	...	.....	.....	47/10/-		
Yamba	14,930	2,185	42	539	148	156	34	79	115	20	214	150	65	...	...	...	...	...	...	3/10/-	.....	218/10/-	At Pilot Station.	
Yambla[1]	6,890	135	...	...	...	...	...	22	9	...	31	15	...	...	...	...	...	...	...	.....	.....	15	At Railway Station.	
Yandarlo	9,250	.....	...	...	...	...	...	3	...	...	3	26	...	...	...	...	...	...	...	.....	.....	26		
Yanko	3,440	238	...	...	...	...	...	.....	15	...	15	12	...	...	...	...	...	...	...	.....	.....	12	At Railway Station.	
Yarra	11,090	.....	...	...	...	...	...	27	...	...	27	22	...	...	...	...	...	...	...	.....	.....	22		
Yarralumla	1,400	.....	...	...	...	...	...	24	...	...	24	16	...	...	...	...	...	...	...	.....	.....	16		
Yarramalong	2,240	.....	...	...	...	...	...	16	...	...	16	10/10/-	...	...	...	...	...	...	...	.....	.....	10/10/-		
Yarraman	3,120	731	...	...	...	...	...	71	42	...	113	14/10/-	...	26	...	...	...	...	...	.....	.....	40/10/-		
Yarrangobilly Caves	.....	50	...	...	...	...	...	.....	3	...	3	...	...	...	...	...	...	...	...	.....	.....	.....		
Yarras	270	.....	...	...	...	...	...	17	...	...	17	15/10/-	...	...	...	...	...	...	...	.....	.....	15/10/-		
Yarrowyck	1,090	.....	...	...	...	...	...	12	...	...	12	10/10/-	...	...	...	...	...	...	...	.....	.....	10/10/-		
Yass	147,670	4,953	937	1,742	847	589	205	1,366	299	64	1,729	296	...	160 140	135	...	52	150	...	114	.....	1,050	Govt. building.	
Yass Junction	5,110	151	...	...	...	...	...	.....	8	...	8	19	...	...	...	...	...	...	...	.....	.....	19	At Railway Station.	
Yatteyattah	9,010	.....	...	...	...	...	...	23	...	...	23	30	...	...	...	...	...	...	...	.....	.....	30		
Yellow Rock	2,140	.....	...	...	...	...	...	19	...	...	19	11	...	...	...	...	...	...	...	.....	.....	11		
Yeoval	3,610	.....	...	...	...	...	...	70	...	...	70	19	...	...	...	...	...	...	...	.....	.....	19		
Yerong Creek	39,020	833	25	273	39	40	18	296	52	14	362	100	13	...	...	...	...	...	...	32	.....	145	At Railway Station.	
Yethoine	1,520	.....	...	...	...	...	...	20	...	...	20	20/10/-	...	...	...	...	...	...	...	.....	.....	20/10/-		
Yetman	11,280	817	11	122	9	...	...	84	55	4	143	160	20	...	...	...	52	...	...	38/10/-	40	310/10/-	Rented.	
Young	265,200	9,085	987	2,343	1,461	1,153	615	2,107	619	100	2,826	308	160 91	160 140	155	...	2 at 52	180	...	51/10/-	.....	1,319/10/-	Govt. building.	
Young Railway Station.[1]	.....	.....	...	...	...	...	...	.....	...	...	.....	...	...	...	...	...	...	...	...	.....	.....	.....	At Railway Station.	
Young Wallsend	1,050	.....	...	...	...	...	...	29	...	...	29	11	...	...	...	...	...	...	...	.....	.....	11		
Yurranga	1,710	.....	...	...	...	...	...	28	...	...	28	21	...	...	...	...	...	...	...	.....	.....	21		
Zig Zag	.....	9	...	...	...	...	...	.....	1	...	1	...	...	...	...	...	...	...	...	.....	.....	.....	At Railway Station.	

EXPLANATORY NOTES TO APPENDIX A.

[1] Telegraph Office opened, 14th September. [2] Post Office established, 16th September. [3] Money Order Office and Government Savings Bank established, 2nd April. [4] Money Order Office established, 2nd July. [5] Telephone (in lieu of Telegraph) Office opened, 1st September. [6] Money Order Office established, 15th November. [7] Post Office established, 1st May. [8] Post Office established, 10th April. [9] Telephone Office opened, 31st October. [10] Government Savings Bank established, 2nd April. [11] Money Order Office established, 2nd April. [12] Post Office established, 16th June. [13] Post Office established, 1st July. [14] Telephone Office opened, 24th September. [15] Post Office established, 1st May. [16] Money Order Office and Government Savings Bank closed, 16th February, and re-established, 1st September; Telephone (in lieu of Telegraph) Office opened, 1st September. [17] Government Savings Bank established, 2nd July. [18] Post and Telegraph Office established, 26th April. [19] Government Savings Bank established, 2nd April. [20] Money Order Office established, 1st November. [21] Government Savings Bank established, 1st November. [22] Money Order Office established, 2nd April; Government Savings Bank established, 2nd July. [23] Money Order Office established, 2nd April. [24] Money Order Office established, 15th October. [25] Post Office established, 16th March. [26] Telephone Office opened, 28th November. [27] Post Office established, 9th July; Money Order Office established, 1st December. [28] Post Office established, 7th February. [29] Post Office established, 1st December. [30] Post Office established, 1st January. [31] Post Office established, 20th September. [32] Government Savings Bank established, 2nd April. [33] Money Order Office established, 2nd April; Government Savings Bank established, 16th October. [34] Post Office established, 10th April. [35] Post Office established, 22nd October. [36] Post Office established, 13th December. [37] Telephone Office opened, 2nd April. [38] Post Office established, 10th January. [39] Telegraph Office opened, 22nd February. [40] Telephone Office opened, 5th February. [41] Post Office established, 1st August. [42] Post Office established, 20th November. [43] Telephone Office opened, 16th March. [44] Money Order Office and Government Savings Bank established, 2nd April. [45] Post Office established, 11th July. [46] Post Office established, 1st July. [47] Telephone Office opened, 26th September. [48] Post Office established, 17th September. [49] Government Savings Bank established, 15th October. [50] Government Savings Bank established, 1st August; Telephone Office opened, 2nd October. [51] Post Office established, 18th April. [52] Post Office established, 1st May. [53] Government Savings Bank established, 18th October. [54] Post and Telegraph Office established, 17th March; Money Order Office and Government Savings Bank established, 2nd April. [55] Post Office established, 1st January. [56] Money Order Office established, 9th July. [57] Government Savings Bank established, 2nd April. [58] Post and Telegraph Office established, 2nd June; Money Order Office and Government Savings Bank established, 2nd July. [59] Post Office established, 15th October.

APPENDIX B.

List of Receiving Offices on 31st December, 1894.

Aberglasslyn
Agnes Banks
Alfred Town
Altcar
Amaroo
Argalong
Armatree
Armidale Gully
Ashley
Avenel
Badgery's Creek
Ballimore
Bawden Bridge
Beecroft
Beggan Beggan
Belgrave
Bellawongarah
Belle Vue
Beloeth
Bena
Benandarah
Bendick Murrell
Beni Creek
Ben Lomond
Bereen
Bermagui South
Berremangra
Billy's Look Out
Bindogandra
Bingleburra
Binnie Creek
Birriwa
Binneguy
Black Swamp
Blanket Flat
Bo Bo
Bobeyan
Bob's Range
Boconnoc
Bogan Gate
Bolaro
Bolton Vale
Bongongo
Bonnie Doon
Boonoo Boonoo
Booroolong
Boorooma
Boree Creek
Bossley Park
Bournewood
Bow
Braemar
Bredbo
Breelong
Brenda
Brierfield
Brimbramalla
Brockley
Broken Dam
Bronti
Brook's Creek
Brookvale
Brucedale
Brunkerville
Bucca Bucca
Buckenbour Creek
Budgong
Bugaldi
Bullagreen
Bullock Creek
Bungarby
Bungulla
Burnt Yards
Burra
Burragate
Buxton
Byangum
Bygalorie
Bywong
Camboon
Canimbla
Carabost
Carba
Carrabolla
Carrawobity
Castle Doyle
Cattia Creek
Cave Creek
Cawdor
Central Raleigh
Central Wattagan
Chanticleer
Cheetam's Flats
Cherry-tree Hill
Chidowla
Chinderah
Clareval
Cloverley
Cobark
Cochran Creek
Cocomingla
Collerina
Collingullie
Comarah
Comborah
Cooba
Coolalie
Coolamon Plains
Cooper's Creek
Cooradigbee
Cordeaux
Corona
Countegany
Cowan's
Cowper
Cowra Creek
Crabbe's Creek
Crag Lea
Cranebrook
Croker's Mint
Cronulla Beach
Cullerin
Culparlin
Cumbalum
Cundle Flat
Cundumbul
Curban
Curracabark
Curra Creek
Currowan
Dapper
Diemunga
Dignam's Creek
Dilga
Dingo Creek
Dorrigo
Dorroughby Grass
Double Peak
Doyle's Creek
Duck Flat
Durren Durren
East Hills
East Seaham
Edith
Eganton
Elcombe
Eltham
Eurimbla
Euwylong
Everett
Farringdon
Federal
Fladbury
Flyer's Creek
Forrester
French Park
Garland
Genanagie
Giant's Creek
Gidginbung
Gil Gil
Girvan
Glendhu
Glenfield
Glengarry
Gleniffer
Good Hope
Goonellabah
Gorton's Yard
Gowrie
Grattai
Great Southern Colliery
Greenwich Park
Greghamstown
Gregra
Greig's Flat
Gulgamree
Gullen Flat
Gumble
Gurrundah
Guy Fawke's
Half-way Creek
Halton
Harold's Cross
Hawke's Nest
Hazelbrook
Hillas Creek
Hillerman's
Hopefield
Hughstonia
Ingledow
Inglewood
Inveralochy
Ironbong
Jackson's Water Holes
Jaunter
Jilliby
Jinden
John's River
Junction Point
Kamandra
Kangaroo Camp
Kareela
Katoomba South
Kelly's Creek
Kilrush
King's Plains
Kingsvale
Kundibakh
Kybean
Lakesland
Lallarook
Lamb's Creek
Langwell
Lankey's Creek
Larbert
Laurel Hill
Leconfield
Ledgerton
Leura
Limestone Creek
Linden
Little Bombay
Lochiel
Long Swamp
Lower Belford
Lower Botobolar
Lower Corowa
Lower Hickey's
Lower Mookerawa
Lower Southgate
Lower Taylor's Arm
Maclaurin
Mahratta Station
Mallam
Mandemar
Maracket
Markdale
Markwell
Marrana Creek
Marrar
Maybole
Meermaul
Meragle
Meranburn Railway Platform
Meringlo
Merool Creek
Meryla
Mewburn
Middle Adelong
Mila
Milburn Creek
Minore
Miranda
Moona Plains
Moonbi
Moorebank
Moparrahbah
Morago
Morisset
Mororo
Morton
Mosquito Island
Mount Allen
Mount Aubrey
Mount Billagoe
Mount Pleasant
Mount Sherwood
Mount Wilson
Mulbring
Mullenderee
Mundarloo
Mundawaddera
Munmurra
Munyabla
Murragang
Murrah
Murrayville
Muskgrove
Myalla
Myall Creek
Nana Creek
Nanama
Nangus
Narrabeen
Nemingha
New Cryan
Newlands
New Mollyan
New Park
Nicholson's
Noorong
Noraville
North Bourke
Norton
Norway
Numulgi
Oakey Creek
Obley Vale
Ollera
One Tree
Orabah
Ournie
Owen's Gap
Page's Creek
Parkesbourne
Payne's Crossing
Peacock Creek
Peakview
Pheasant Ground
Pine Mount
Pine Vale
Piney Range
Pipe Clay Creek
Pitt Town Co-operative Settlement
Porter's Retreat
Port Hacking
Possum Power
Pretty Gully
Pretty Pine
Puddledock
Pudman Creek
Reddacliffe's
Reedy Creek
Rhine Falls
Rhyola
Rivertree
Rockvale
Rosebrook
Rosemount
Rossi
Rossmore
Round Swamp
St. George's Basin
Salisbury
Sally's Flat
Sandon
Sassafras
Savernake
Seelands
Shannon Vale
Shark Creek
Somersby
South Codrington
South Gundurimba
South Mount Hope
South Rivertree
Spring Creek
Spring Ridge
Spring Vale
Stanmore Railway Station
Steve King's Plain
Store Creek
Stott's Creek
Suntop
Sweetbriar
Tallagandra
Tallawudjah
Talmalmo
Taloumbi
Taradale
Tarrabandra
Tathra Road
Telegherry
Teridgerie
Terra Bella
Teven Creek
Thalaba
The Fens
The Risk
The Tamarinds
Thornford
Thornton
Thyra
Tia
Tinda Tank
Tingiringi
Tomakin
Tomanbil
Tomboy
Tomki School
Toomoorooma
Tooraweenah
Triangle Flat
Trickett
Tubbamurra
Tubbul
Tuggranong
Turee Creek
Turill
Unkya Creek
Upper Chichester
Upper Dungowan
Upper Gilmore
Upper Horton
Upper Lostock
Upper Meroo
Upper Myall
Upper North Creek
Upper Pocket
Upper Quinburra
Upper Shark Creek
Upper Tooloom
Upper Tumberumba
Uralgurra
Verona
Wagonga
Wagragobilly
Wahroonga
Wallan Billan
Wallandool
Wallon
Walmer
Wamboyne
Wapengo
Ward's River
Wargeila
Warrell Creek
Wattamadara
Waugoola
Webb's Creek
West Temora
White Swamp
Widden
Wilga Vale
Williams' Crossing
Williamsdale
Willow Forest
Willy Wally
Winduella
Wollun
Wombeyan Caves
Womboo (Rogers')
Womboota (Edwards')
Woodford
Woodhall
Woodlawn
Wood's Reef
Woolla Woolla
Woy Woy
Wright's
Wuuluman
Yagobie
Yantabulla
Yarrara
Yarrowitch
Yathella
Yeo Yeo
Yowaka
Yowrie

APPENDIX C.

Comparative Return showing the Number and Amount of Money Order Transactions in New South Wales with various countries for the year 1894, compared with the year 1893.

Year.	United Kingdom (including Germany, &c.)				New Zealand.				Queensland.				South Australia.				Tasmania.				Victoria.			
	Issued in N.S.W.		Drawn on N.S.W.		Issued in N.S.W.		Drawn on N.S.W.		Issued in N.S.W.		Drawn on N.S.W.		Issued in N.S.W.		Drawn on N.S.W.		Issued in N.S.W.		Drawn on N.S.W.		Issued in N.S.W.		Drawn on N.S.W.	
	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.
		£		£		£		£		£		£		£		£		£		£		£		£
1894	24,776	74,594	13,285	44,490	4,593	15,839	9,200	23,072	27,796	42,254	14,924	53,756	9,428	29,309	4,540	14,618	2,638	8,307	3,139	9,105	32,952	95,173	17,607	58,519
1893	28,898	92,342	13,205	48,413	4,452	16,450	15,860	36,572	21,187	47,238	23,051	65,571	11,652	33,409	10,060	21,611	2,660	8,816	5,601	11,726	43,056	124,836	35,405	80,527
Increase..	.....	.....	30	.....	141	.....	.....	.....	6,609	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Decrease..	4,122	17,748	...	3,983	.....	611	6,660	7,500	.....	4,984	8,127	11,815	2,224	4,100	5,520	6,993	22	509	2,462	2,621	10,104	29,663	17,798	22,008

Year.	Western Australia.				Hong Kong.				India.				United States.				Canada.				Cape of Good Hope.				Germany.			
	Issued in N.S.W.		Drawn on N.S.W.		Issued in N.S.W.		Drawn on N.S.W.		Issued in N.S.W.		Drawn on N.S.W.		Issued in N.S.W.		Drawn on N.S.W.		Issued in N.S.W.		Drawn on N.S.W.		Issued in N.S.W.		Drawn on N.S.W.		Issued in N.S.W.		Drawn on N.S.W.	
	No.	Amount	No.	Amount	No.	Amount	No.	Amount	No.	Amount	No.	Amount	No.	Amount	No.	Amount	No.	Amount	No.	Amount	No.	Amount	No.	Amount	No.	Amount	No.	Amount
		£		£		£		£		£		£		£		£		£		£		£		£		£		£
1894	1,259	9,816	4,170	17,748	762	3,849	79	297	847	7,333	226	958	1,530	4,426	785	3,902	158	754	287	1,352	110	578	861	5,730	819	3,036	257	1,439
1893	649	3,822	3,360	6,963	736	3,929	132	473	1,092	6,852	481	1,539	1,575	5,304	968	6,128	161	954	181	874	89	405	676	3,301	...	...	...	...
Increase..	610	5,994	810	8,785	26	.....	.....	.....	.....	481	.....	.....	.....	.....	.....	.....	.....	.....	106	478	21	173	185	2,429	819	3,036	257	1,439
Decrease..	.....	.....	...	.....	.....	80	53	176	245	.....	255	581	45	878	183	2,226	3	200	.....	.....	.....	.....	.....	.....	...	...	...	...

Year.	Italy.				Ceylon.				Straits Settlements.				Mauritius.				Total Foreign Money Order Transactions.				N.S.W. Inland Issues.		Grand Total of N.S.W. Issues.	
	Issued in N.S.W.		Drawn on N.S.W.		Issued in N.S.W.		Drawn on N.S.W.		Issued in N.S.W.		Drawn on N.S.W.		Issued in N.S.W.		Drawn on N.S.W.		Issued in N.S.W. on other countries		Issued in other countries on N.S.W.					
	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.
		£		£		£		£		£		£		£		£		£		£		£		£
1894	345	2,846	28	187	101	441	55	109	12	13	30	50	51	66	15	80	108,177	298,634	69,438	241,352	323,240	1,017,003	431,417	1,315,637
1893	546	4,193	12	63	95	545	122	219	9	29	53	151	42	70	37	218	118,899	349,194	109,210	286,349	413,647	1,266,691	530,546	1,615,885
Increase..	...	.....	16	124	6	.....	...	.....	3	.....	...	.....	9	.....	...	.....	.....	.....	.....	.....	.....	.....	.....	.....
Decrease..	201	1,347	...	.....	...	104	67	110	...	16	29	101	...	4	22	138	8,722	50,560	39,772	44,997	90,407	249,688	99,129	300,248

APPENDIX D.

CONVENTION between the Post Office Department of New South Wales and the Post Office Department of Canada for an Exchange of Money Orders.

The Post Office Department of New South Wales and the Post Office Department of the Dominion of Canada being desirous of extending their postal relations by establishing a system of exchange of money orders between New South Wales and Canada, the undersigned Joseph Cook, Postmaster-General of New South Wales, and Sir Adolphe P. Caron, K.C.M.G., Postmaster-General of Canada, by virtue of the authority vested in them by law, have agreed upon the following articles:—

1. There shall be a regular exchange of money orders between New South Wales and Canada.

2. The maximum of each money order shall be fifty dollars ($50) when issued in Canada, and twenty pound (£20) when issued in New South Wales. No money order to include a fractional part of a cent or penny, and each money order and advice to be drawn upon authorised forms only. [Specimens A and B.]

3. The rates of commission on money orders drawn in Canada upon New South Wales shall be the same as that on money orders drawn on the United Kingdom, namely—on a scale of ten cents, or 1 per cent. for each ten dollars up to fifty dollars, and the Post Office Department of New South Wales shall have power to fix the rates of commission on all money orders issued within its jurisdiction on Canada, the tariff of charges or rates of commission to be communicated from time to time to the Post Office Department of Canada.

4. Each country shall keep the commission charged on all money orders issued within its jurisdiction, but shall pay to the country to which money orders are sent one-half of 1 per cent. on the total amount of such orders.

5. Money orders shall be drawn only on authorised money order offices in the respective countries, and each Postal Administration shall furnish to the other a list of such offices, and from time to time notify any addition to or change in such lists.

6. Every money order and advice shall contain the name of the office and of the country of destination, and, if relating to an order payable in Canada, the name of the province in which such office is situated.

7. Money orders shall be issued only on the applicant furnishing the given name, surname, and the address of the person to whom the amount is to be paid, and his own name and address, except in the case of business firms, when the usual designation will be sufficient. The money orders issued at offices in either country shall be forwarded by the remitters to the payees at their own expense.

8. Money orders drawn in Canada on New South Wales shall be expressed in dollars and cents. On the relative advices shall be impressed in sterling money the amounts to be paid the payees. Money orders drawn in New South Wales on Canada shall be expressed in sterling money, and the advices stamped with the equivalents to be paid in Canadian money.

9. The service of the money order system between the two countries shall be performed by the agency of offices of exchange. The Canadian Office of Exchange shall be Victoria, British Columbia, and the Office of Exchange for New South Wales shall be Sydney.

10. Lists [Specimens C and D] of money orders issued shall be despatched from each Office of Exchange, accompanied by the certified advices, and the lists and the entries therein shall be numbered consecutively throughout each fiscal year, beginning with number one on the first day of July, and ending with the last number included in the business of the fiscal year.

11. Lists shall be despatched only when there are advices to be forwarded, but a duplicate or letter-press copy of every list shall be despatched by the mail following that by which the original list and advices were forwarded.

12. Money orders issued by Canada on New South Wales, or by New South Wales on Canada, shall be subject as regards payment to the regulations in force, which govern the payment of money orders in the country on which drawn.

13. Transfer of place of payment shall be made and duplicate orders issued only by the Postal Administration of the country of destination, and in conformity with the regulations therein established, or to be established.

14. Money orders issued in Canada in the month of June, the relative advices of which do not reach the Exchange Office, at Victoria, until the month of July, shall be entered on supplementary lists.

15. Repayment of money orders to remitters shall not be made until an authorization for such repayment shall first have been obtained by the country of issue from the country where such orders are payable, and the amount of the repaid orders shall be duly credited to the former country in the quarterly account.

16. Money orders which shall not have been paid during twelve calendar months from the month of issue shall become void, and the sums received for their issue shall accrue to, and be at the disposal of, the country of origin. To this end each country shall transmit to the other, quarterly, a list [Specimen E] enumerating the money orders which shall have remained unpaid at the expiration of the stipulated period, accompanied by the relative advices. This list shall also contain the particulars of the orders of which repayment to the remitters has been authorised in conformity with the provisions of section 15.

17. Should it appear that money orders are used by mercantile men in Canada or New South Wales for the transmission of large sums of money, or in case of a great advance in the rate of exchange, or other circumstances causing abuses, or acting injuriously to the postal revenue, either country shall be at liberty to increase the commission or suspend the issue of money orders, for a time.

18. The Post Office of New South Wales shall prepare and send in duplicate a quarterly account [Specimens annexed] as soon as practicable after the close of each quarter to the Post Office Department at Ottawa, enumerating the totals of the lists from both countries, bearing date during such quarter, and the total of repaid and void orders, and one copy shall be returned after verification. The balance shall be settled by a demand draft on London, England, for the equivalent in sterling money of such balance, on the basis of one pound ($4·87), and if pending the settlement of an account one of the Departments finds that it owes the other a balance exceeding one thousand dollars, the indebted Department shall promptly remit the approximate amount of such balance.

19. The present Convention shall take effect on the 1st July, 1894, and shall remain in force until the expiration of one year after the date upon which one of the two contracting administrations shall have notified the other of its intention to terminate it.

Done in duplicate and signed in—

Sydney, New South Wales, the nineteenth day of December, 1894, and at Ottawa, Canada, the fifth day of November, 1894.

JOSEH COOK,
Postmaster-General of New South Wales.

ADOLPHE P CARON,
Postmaster-General of Canada.

APPENDIX E.

ACCOUNT of all Deposits received and paid from 1st January to 31st December, 1894, together with a statement of the total amount due to all Depositors at the close of 1894.

	£	s.	d.		£	s.	d.
To Balance brought forward from 1893.....	3,233,288	16	10	By Amount of Repayments during 1894...	1,880,854	11	9
Cash received from Depositors during 1894	2,160,610	9	0				
Interest added to Depositors' Accounts	120,880	8	6	Balance.....	3,633,925	2	7
£	5,514,779	14	4	£	5,514,779	14	4

Liabilities and Assets.

	£	s.	d.		£	s.	d.
To Balance due to all Depositors at the close of 1894	3,633,925	2	7	By Debentures	93,200	0	0
				New South Wales Funded Stock, 56 Vic. No. 1	1,000,000	0	0
				New South Wales Four per Cents., 36 Vic. No. 21	296,466	13	11
				New South Wales Treasury Bills, 53 Vic. No. 9	979,000	0	0
				Cash in hands of Controller	34,498	8	6
				Cash in Treasury, not invested	1,163,381	3	3
				Interest due on balance remaining uninvested to 31st December, 1894, computed at 4%	33,250	8	6
Balance (excess of Assets)	9,061	1	4	Interest due on investments	43,189	9	9
£	3,642,986	3	11	£	3,642,986	3	11

Profit and Loss.

	£	s.	d.		£	s.	d.
To Interest added to Depositors' Accounts	120,880	8	6	By Balance from preceding Account	28,416	4	3
Transfer to Treasury as Revenue	25,000	0	0	Amount of Interest on Investments in Four per Cents. and Treasury Bills	100,774	17	1
Amount to be transferred to Revenue Account (Departmental Expenses)	7,500	0	0	Interest due on uninvested Balance in the Treasury	33,250	8	6
Balance	9,061	1	4				
£	162,441	9	10	£	162,441	9	10

	£	s.	d.
Excess of Assets paid to Revenue, 1893	5,000	0	0
Do do 1894	25,000	0	0
Total £	30,000	0	0

A. J. Doak, Controller.

JOSEPH COOK,
Postmaster-General.

Government Savings Bank, Sydney, 15th February, 1895.

I certify that the foregoing statement of all deposits received and paid from 1st January to 31st December, 1894, has been examined and found to correspond with the Books and Accounts of the Government Savings Bank.

E. A. RENNIE,
Auditor-General.

15th March, 1895.

Sydney: Charles Potter, Government Printer.—1895.

1895.

LEGISLATIVE ASSEMBLY.

NEW SOUTH WALES.

POSTAL.

(CONTRACTS FOR MAIL SERVICE *VIA* SUEZ.)

Ordered by the Legislative Assembly to be printed, 29 October, 1895.

AUSTRALIAN MAILS.

The Peninsular and Oriental Steam Navigation Company and Her Majesty's Postmaster-General.

THIS Indenture dated the thirtieth day of January one thousand eight hundred and ninety-five between the Right Honourable Arnold Morley M.P. Her Majesty's Postmaster-General (hereinafter called "the Postmaster-General" in which term his successors in office Her Majesty's Postmasters-General for the time being are respectively intended to be included) on behalf of Her Majesty of the one part and the Peninsular and Oriental Steam Navigation Company whose principal office is at No. 122 Leadenhall-street in the City of London (hereinafter called "the Company") of the other part Whereas this Indenture is supplemental to an Agreement made the thirtieth day of June one thousand eight hundred and eighty-six between the Company of the one part and the Right Honourable George Grenfell Baron Wolverton then Her Majesty's Postmaster-General on behalf of Her Majesty of the other part (hereinafter referred to as "the Agreement of one thousand eight hundred and eighty-six") and to certain Articles of Agreement under seal made and entered into the nineteenth day of January one thousand eight hundred and eighty-eight between the Right Honourable Henry Cecil Raikes then Her Majesty's Postmaster-General on behalf of Her Majesty of the first part and the Company of the second part (hereinafter referred to as "the Agreement of one thousand eight hundred and eighty-eight") Now this Indenture witnesseth that Her Majesty's Postmaster-General for himself and his successors Her Majesty's Postmasters-General for the time being (as to the covenants agreements and stipulations hereinafter contained on his and their part) doth hereby covenant and agree with the Company and their successors and the Company for themselves their successors and assigns (as to the covenants agreements and stipulations hereinafter contained on their part) do hereby covenant and agree with the Postmaster-General and his successors Her Majesty's Postmasters-General for the time being in manner following (that is to say):—

1. The Agreement of one thousand eight hundred and eighty-eight shall continue in force until the thirty-first day of January one thousand eight hundred and ninety-eight and its provisions shall be binding upon the parties hereto in all respects subject always to the modifications hereinafter contained.

2. Except in any case where a vessel shall under the provisions of the twelfth clause of the Agreement of one thousand eight hundred and eighty-eight convey Mails otherwise than by way of the Suez Canal each of the vessels employed in the conveyance of the Mails under the Agreement of one thousand eight hundred and eighty-eight shall after the thirty-first day of January one thousand eight hundred and ninety-six call at Colombo on every outward and every homeward voyage and stop thereat during such time (not exceeding twenty-four hours) after arrival as the Postmaster-General shall appoint for the purpose of delivering receiving and exchanging Mails.

3. The subsidy or yearly sum of eighty-five thousand pounds payable to the Company under the Agreement of one thousand eight hundred and eighty-eight shall in respect of services rendered after the thirty-first day of January one thousand eight hundred and ninety-six be received by the Company in payment not only for the services contracted to be performed under the Agreement of one thousand eight hundred and eighty-eight but in payment also for all services performed by the Company under the Agreement of one thousand eight hundred and eighty-six at any time between the first day of February one thousand eight hundred and ninety-six and the thirty-first day of January one thousand eight hundred and ninety-eight inclusive in respect to parcels not exceeding a weight of eleven pounds each sent from or to Australian ports and no payments shall be made by the Postmaster-General under the Agreement of one thousand eight hundred and eighty-six during the period aforesaid for the carriage of such parcels But in all other respects the Agreement of one thousand eight hundred and eighty-six shall continue in force and be binding between the Postmaster-General and the Company and nothing contained in this Indenture shall increase the services to be rendered or the obligations to be performed by the Company under the Agreement of one thousand eight hundred and eighty-six.

4. This Indenture shall not be binding until it has been approved by a Resolution of the House of Commons.

In witness whereof the Postmaster-General hath hereunto set his hand and seal and the Company have hereunto set their Common Seal the day and year first before written.

Signed sealed and delivered by the above-named Arnold Morley Her Majesty's Postmaster-General in the presence of,— } ARNOLD MORLEY.

ANDREW M. OGILVIE,
Private Secretary to the Postmaster-General.

The Common Seal of the Peninsular and Oriental Steam Navigation Company was hereunto affixed in the presence of,—

THOS. SUTHERLAND,
F. D. BARNES, } Directors.
EDWD. F. DUNCANSON,

H. H. JOSEPH,
Secretary.

The Orient Steam Navigation Company (Limited) and others and Her Majesty's Postmaster-General.

THIS Indenture dated the thirtieth day of January one thousand eight hundred and ninety-five between the Right Honourable Arnold Morley M.P. Her Majesty's Postmaster-General (hereinafter called "the Postmaster-General" in which terms his successors in office Her Majesty's Postmasters-General for the time being are respectively intended to be included) on behalf of Her Majesty of the first part the Orient Steam Navigation Company (Limited) whose principal office is at No. 13 Fenchurch Avenue in the City of London (hereinafter called "the Company") of the second part and Sir Daniel Cooper Baronet G.C.M.G. of No. 6 De Vere Gardens Kensington Palace in the County of London and William Fickus of Gothic Lodge Worthing in the County of Sussex gentleman of the third part Whereas this Indenture is supplemental to an Agreement made the thirtieth day of June one thousand eight hundred and eighty-six between the Company of the one part and the Right Honourable George Grenfell Baron Wolverton then Her Majesty's Postmaster-General on behalf of Her Majesty of the other part (hereinafter referred to as "the Agreement of one thousand eight hundred and eighty-six") and to certain Articles of Agreement under Seal made and entered into the twenty-third day of January one thousand eight hundred and eighty-eight between the Right Honourable Henry Cecil Raikes then Her Majesty's Postmaster-General on behalf of Her Majesty of the first part the Company of the second part and the said Sir Daniel Cooper Baronet G.C.M.G. and William Fickus of the third part (hereinafter referred to as "the Agreement of one thousand eight hundred and eighty-eight") Now this Indenture witnesseth that Her Majesty's Postmaster-General for himself and his successors Her Majesty's Postmasters-General for the time being (as to the covenants agreements and stipulations hereinafter contained on his and their part) doth hereby covenant and agree with the Company and their successors and the Company for themselves their successors and assigns (as to the covenants agreements and stipulations hereinafter contained on their part) do hereby covenant and agree with the Postmaster-General and his successors Her Majesty's Postmasters-General for the time being in manner following (that is to say):—

1. The Agreement of one thousand eight hundred and eighty-eight shall continue in force until the thirty-first day of January one thousand eight hundred and ninety-eight and its provisions shall be binding upon the parties hereto in all respects subject always to the modifications hereinafter contained.

2. Except in any case where a vessel shall under the provisions of the tenth clause of the Agreement of one thousand eight hundred and eighty-eight convey Mails otherwise than by way of the Suez Canal each of the vessels employed in the conveyance of the Mails under the Agreement of one thousand eight hundred and eighty-eight shall after the thirty-first day of January one thousand eight hundred and ninety-six call at Colombo on every outward and every homeward voyage and stop thereat during such time (not exceeding twenty-four hours after arrival) as the Postmaster-General shall appoint or as shall be necessary for the purpose of delivering receiving and exchanging Mails.

3. No deduction from the subsidy payable to the Company shall be made under Article twenty-six of the Agreement of one thousand eight hundred and eighty-eight if the Mails are conveyed between Naples and Adelaide within thirty-two days and twelve hours from the commencement of the voyage or during the prevalence of the south-west monsoon in the case of the voyage from Adelaide to Naples only within thirty-three days and twelve hours and the said respective periods shall as from the thirty-first January one thousand eight hundred and ninety-six be substituted in the cases to which they are respectively applicable for the period of seven hundred and sixty-eight hours mentioned in clause five of the Agreement of one thousand eight hundred and eighty-eight Provided always that if under clause two of these presents any vessel shall be detained at Colombo more than twelve hours after arrival the period for the conveyance of the Mails between Naples and Adelaide by that vessel shall be increased by a time equal to such excess.

4. The subsidy or yearly sum of eighty-five thousand pounds payable to the Company under the Agreement of one thousand eight hundred and eighty-eight shall in respect of services rendered after the thirty-first day of January one thousand eight hundred and ninety-six be received by the Company in payment not only for the services contracted to be performed under the Agreement of one thousand eight hundred and eighty-eight but in payment also for all services performed by the Company under the Agreement of one thousand eight hundred and eighty-six at any time between the first day of February one thousand eight hundred and ninety-six and the thirty-first day of January one thousand eight hundred and ninety-eight inclusive in respect of parcels not exceeding a weight of eleven pounds each sent from or to Australian ports and no payments shall be made by the Postmaster-General under the Agreement of one thousand eight hundred and eighty-six during the period aforesaid for the carriage of such parcels but in all other respects the Agreement of one thousand eight hundred and eighty-six shall continue in force and be binding between the Postmaster-General and the Company and nothing contained in this Indenture shall increase the services to be rendered or the obligations to be performed by the Company under the Agreement of one thousand eight hundred and eighty-six.

5. This Indenture shall not be binding until it has been approved by a Resolution of the House of Commons.

In

In witness whereof the Company have hereunto set their Common Seal and the parties hereto of the first and third parts have hereunto set their hands and seals the day and year first before written.

Signed sealed and delivered by the above-named Arnold Morley Her Majesty's Postmaster-General in the presence of,— } ARNOLD MORLEY.

ANDREW M. OGILVIE,
Private Secretary to the Postmaster-General.

The Common Seal of the Orient Steam Navigation Company (Limited) was hereunto affixed in the presence of,— } FREDK. GREEN, J. G. S. ANDERSON, } Two of the Managers.

JOHN OKELL,
Solicitor's Office,
General Post Office,
Solicitor.

Signed sealed and delivered by the above-named Sir Daniel Cooper Baronet G.C.M.G. in the presence of,— } DANIEL COOPER.

F. M. WILLIS,
13 Fenchurch Avenue,
London.

Signed sealed and delivered by the above-named William Fickus in the presence of,— } W. FICKUS.

FRANK FICKUS,
Worthing,
Gent.

Treasury Minute, dated 4th July, 1895.

My Lords have before them copies of Agreements dated the 30th January, 1895, which have been entered into by the Postmaster-General and the Peninsular and Oriental Steam Navigation Company and the Orient Steam Navigation Company, respectively, for the conveyance of Mails to and from Australia.

These Agreements extend the existing contracts with the aforesaid Companies until the 31st January, 1898.

The Companies at the same time undertake that their vessels shall, after the 31st January, 1896, call at Colombo on every outward and every homeward voyage, thus securing a regular weekly connection between Australia and India, the Straits Settlements and China.

The Companies also agree to relinquish the special payment of twopence a pound which they now receive for the conveyance of parcels to and from Australia.

My Lords approve of the Agreements.

Sydney: Charles Potter, Government Printer.—1895.

[3d.]

1895.

LEGISLATIVE ASSEMBLY.

NEW SOUTH WALES.

STEAM SERVICE BETWEEN SYDNEY AND VANCOUVER.

(MESSAGE No. 7.)

Ordered by the Legislative Assembly to be printed, 10 *December*, 1895.

HAMPDEN,
Governor.

Message No. 7.

In accordance with the provisions contained in the 54th section of the Constitution Act, the Governor recommends for the consideration of the Legislative Assembly the expediency of making provision to meet the requisite expenses in connection with the continuation of a subsidy towards the monthly steam service now being performed between Sydney and Vancouver by Mr. James Huddart.

Government House,
Sydney, 9*th December*, 1895.

1895.

LEGISLATIVE ASSEMBLY.

NEW SOUTH WALES.

HER MAJESTY THE QUEEN AND THE EASTERN EXTENSION AUSTRALASIA AND CHINA TELEGRAPH COMPANY (LIMITED).

(AGREEMENT AS TO RATES TO AND FROM AUSTRALIA AND BETWEEN AUSTRALIA AND NEW ZEALAND, AND GUARANTEE, DATED 1895.

Ordered by the Legislative Assembly to be printed, 17 *December*, 1895.

AN AGREEMENT dated the 30th day of April, 1895, and made between Her Most Gracious Majesty the Queen by the authority of the respective Governments of New South Wales, Victoria, South Australia, Western Australia, Tasmania, and New Zealand of the one part, and the Eastern Extension Australasia and China Telegraph Company (Limited) (hereinafter called the Extension Company) of the other part.

WHEREAS these presents are supplemental to an agreement dated the 31st day of March, 1891, and made between Her Majesty, by the authority of the Governments of New South Wales, Victoria, South Australia, Western Australia, and Tasmania of the one part, and the Extension Company of the other part (hereinafter referred to as the first principal agreement); and supplemental also to an agreement, dated the 13th day of December, 1892, and made between Her Majesty, by the authority of the Governments of New South Wales, Victoria, South Australia, Western Australia, and Tasmania of the first part, Her Majesty, by the authority of the Government of New Zealand, of the second part, and the Extension Company of the third part (hereinafter referred to as the second principal agreement); and supplemental also to an agreement, dated the 13th day of December, 1892, and made between Her Majesty, by the authority of the Government of New Zealand, of the one part, and the Extension Company of the other part (hereinafter referred to as the third principal agreement): And whereas it has been agreed that the arrangements contained in the three principal agreements should be modified in manner hereinafter appearing.

Now these presents witness, and it is hereby mutually agreed and declared between and by the parties hereto respectively as follows:—

1. On and after the 1st May, 1895, the first principal agreement, as modified by the second principal agreement, shall be further modified as follows:—(*a*) Clause 3 shall be cancelled and the following clause substituted therefor: "3. If in any year while the reduced rates shall continue in force by virtue of these presents, the total receipts of the Extension Company and the Cis-Indian administrations, in respect of the Australasian traffic, after deducting all out-payments to other telegraphic administrations, shall be less than the sum of £227,000, Her Majesty will cause to be paid to the Extension Company out of the Consolidated Revenue Funds of the contracting colonies, including New Zealand, a sum equal to the amount by which such receipts shall be less than the said sum of £227,000; provided that the sum payable under this clause in any one year shall not exceed £10,000." And references in the first principal agreement to "clause 3" shall be deemed to refer to this substituted clause; and (*b*) The first principal agreement shall continue in force for five years at least from the 1st May, 1895, and shall not be determinable under clause 8 thereof except by a notice expiring on 30th April, 1900, or 30th April in some subsequent year.

2. On and after the 1st May, 1895, the third principal agreement shall be modified as follows, and in its modified form shall be binding on all the colonies parties to these presents as if it had been entered into by the authority of their respective Governments:—(*a*) Clause 3 shall be cancelled and the following clause substituted therefor:—"3. If in any year while these presents continue in force the total receipts of the Extension Company in respect of messages passing over the said cables shall be less than the sum of £20,000, Her Majesty will cause to be paid to the Extension Company out of the Consolidated Revenue Funds of all the colonies mentioned in clause 1, a sum equal to the amount by which such receipts shall be less than the sum of £20,000; provided that the sum payable under this clause in any one year shall not exceed £9,000," and references in the third principal agreement to "clause 3" shall be deemed to refer to this substituted clause; and (*b*) Any payment to be made to the Extension Company under the second paragraph of clause 5 shall be made by Her Majesty out of the Consolidated Revenue Funds of all the colonies mentioned in clause 1 of the third principal agreement; and (*c*) The third principal agreement shall continue in force for five years at least from the 1st May, 1895, and shall not be determinable under clause 6 thereof, except by a notice expiring on the 30th April, 1900, or 30th April in some subsequent year; any such notice instead of being given by or to the Agent-General of New Zealand, shall be given by or to the Agent-General of South Australia, as in the case of a notice under clause 8 of the first principal agreement.

3. For the purposes of this and the principal agreements a year shall be deemed to commence on the 1st May and terminate on the 30th April following, both days inclusive.

4. Nothing herein contained shall affect the operation of the principal agreements or any of them with respect to the year ending 30th April, 1895, and save as herein expressly modified, the same are hereby ratified and confirmed.

5. Each of the Governments of the respective contracting colonies shall, during the continuance of the Amended Message Receipts Guarantee Agreement, cause all cables, cable apparatus, telegraph instruments, and all machinery and other goods of every kind of the Extension Company or their assigns, which are used solely for the purpose of the business of the Extension Company or their assigns, for repairing or working any of their cable ships, to be relieved from all customs, duties, and wharfage rates in its own respective colony, and shall cause every vessel which shall be used by the Extension Company or their assigns, for the purpose of laying, repairing or duplicating any cable, and any vessel of the Extension Company or their assigns in which any such cable, cable apparatus, and telegraph instruments, machinery and goods as aforesaid, shall be imported into such contracting colony, respectively, to be exempt from all Port dues payable by vessels trading to or from such respective contracting colony, and shall also during the continuance of the Amended Message Receipts Guarantee Agreement repay the Extension Company such sums as will be sufficient to recoup the Extension Company any rates or taxes—parliamentary or otherwise—which the Extension Company shall be required to pay in such respective contracting colony: Provided always, however, and it is hereby mutually agreed and declared by and between the parties hereto, that nothing in this present clause shall be deemed to waive, defeat, modify, or affect any privileges, exemptions or rights belonging to the Extension Company or their assigns under certain articles of agreement bearing date the 29th day of August, 1871, and made between the Governor of the Province of South Australia of the one part, and the British Australian Telegraph Company (Limited), of the other part, or under certain other articles of agreement, bearing date the 14th day of March, 1889, and made between the Government of Tasmania of the one part, and the Extension Company of the other part, but on the contrary, this present clause shall be deemed to be collateral and additional to each of the last-mentioned articles of agreement.

In witness whereof The Honorable Sir Saul Samuel, K.C.M.G., C.B., the Agent-General for New South Wales; The Honorable Duncan Gillies, the Agent-General for Victoria; The Honorable Thomas Playford, the Agent-General for South Australia; Sir Malcolm Fraser, K.C.M.G., the Agent-General for Western Australia; Sir Robert George Wyndham Herbert, G.C.B., the Agent-General for Tasmania; and Sir Westby Brook Perceval, K.C.M.G., the Agent-General for New Zealand, all duly authorised to execute these presents on behalf of Her Most Gracious Majesty the Queen, have hereunto set their respective hands and seals and the Common Seal of the Eastern Extension Australasia and China Telegraph Company (Limited), hath been hereunto affixed the day and year first above written.

Signed, sealed and delivered by the above-named Honorable Sir Saul Samuel, K.C.M.G., C.B., on behalf of Her Most Gracious Majesty the Queen, in the presence of,— SAUL SAMUEL.

S. Yardley,
Secretary, Department of Agent-General for New South Wales,
9, Victoria-street, Westminster.

Signed, sealed and delivered by the above-named Honorable Duncan Gillies, on behalf of Her Most Gracious Majesty the Queen, in the presence of,— D. GILLIES.

S. B. H. Rodgerson,
Acting Secretary to Agent-General for Victoria,
15, Victoria-street, Westminster.

Signed, sealed and delivered by the above-named Honorable Thomas Playford, on behalf of Her Most Gracious Majesty the Queen, in the presence of,— T. PLAYFORD.

T. Fred. Wicksteed,
Secretary to Agent-General for South Australia,
15, Victoria-street, Westminster.

Signed, sealed and delivered by the above-named Sir Malcolm Fraser, K.C.M.G., on behalf of Her Most Gracious Majesty the Queen, in the presence of,— MALCOLM FRASER.

R. C. Hare,
Secretary, Western Australian Government Agency,
15, Victoria-street, S.W.

Signed, sealed and delivered by the above-named Sir Robert George Wyndham Herbert, G.C.B., on behalf of Her Most Gracious Majesty the Queen, in the presence of,— ROBERT G. W. HERBERT.

F. H. Porter,
50, Old Broad-street,
Clerk in Eastern Extension Company.

Signed, sealed and delivered by the above-named Sir Westby Brook Perceval, K.C.M.G., on behalf of Her Most Gracious Majesty the Queen, in the presence of,— WESTBY B. PERCEVAL.

Walter Kennaway,
Secretary, New Zealand Government Office,
13, Victoria-street, London, S.W.

The Common Seal of the Eastern Extension Australasia and China Telegraph Company (Limited), was hereunto affixed in the presence of,—

J. Denison Pender,
Director.

F. E. Hesse,
Secretary.

Sydney: Charles Potter, Government Printer.—1895.

1895.

LEGISLATIVE ASSEMBLY,

NEW SOUTH WALES.

ELECTRIC TELEGRAPHS.

RATES FOR THE TRANSMISSION OF TELEPHONE MESSAGES BETWEEN NOWRA AND BOMADERRY RAILWAY STATION.)

Ordered by the Legislative Assembly to be printed, 10 *December*, 1895.

Postal and Electric Telegraph Department,
General Post Office, Sydney, 20 November, 1895.

IT is hereby notified that His Excellency the Lieutenant-Governor, with the advice of the Executive Council, has, under the 6th section of the Electric Telegraph Act, 20 Vic. No 41, been pleased to approve of the transmission of telephone messages to and from Nowra and Bomaderry Railway Station, at the rate of 6d. for the first ten words, and 1d. for each additional word.

JOSEPH COOK.

1895.

LEGISLATIVE ASSEMBLY.

NEW SOUTH WALES.

ROAD BETWEEN COOBOOL ISLAND AND SWAN HILL.

(RETURN RESPECTING.)

Ordered by the Legislative Assembly to be printed, 3 December, 1895.

RETURN to an *Order* made by the Honorable the Legislative Assembly of New South Wales, dated 12th June, 1895, That there be laid upon the Table of this House,—

"Copies of all papers and other documents relating to the application for "the opening of a road between Coobool Island and Swan Hill."

(Mr. Chanter.)

SCHEDULE.

NO.		PAGE.
1.	R. Barbour, Esq., M.P., to the Secretary for Lands, re opening of road from Moulamein to Swan Hill, county of Wakool. 4 April, 1888	2
2.	Licensed-Surveyor A. B. Wood to the District Surveyor at Hay, with minute. 29 July, 1889	2
3.	Office Memorandum, with minutes. 14 October, 1889	3
4.	The Under Secretary for Lands to R. Barbour, Esq., M.P. 22 October, 1889	4
5.	The Honorary Secretary, Swan Hill Progress Committee, to J. M. Chanter, Esq., M.P., with minute. 11 January, 1893	4
6.	The same to R. Barbour, Esq., with minutes. 11 January, 1893	4
7.	The same to the Honorable the Minister for Public Works, with minutes. 11 January, 1893	4
8.	Office Memorandum, with minute. 7 February, 1893	4
9.	Messrs. H. Moser and others to Messrs. Barbour and Chanter, M's.P., with minutes. 13 February, 1893	5
10.	Messrs. Barbour and Chanter, M's.P., to the Secretary for Lands, with minutes. 20 February, 1893	5
11.	Mr. Road-Engineer Mullen to the Supervising Engineer of No. 3 Division, with minutes and enclosures. 18 March, 1893	6
12.	The Under Secretary for Lands to Messrs. Barbour and Chanter, M's.P. 30 March, 1893	7
13.	Messrs. H. Moser and others to the same, with minute and enclosures. 7 April, 1893	7
14.	Report by Mr. Supervising-Engineer Scarr, with minutes and enclosures. 7 April, 1893	7
15.	Messrs. Chanter and Barbour to the Secretary for Lands, with minutes. 11 April, 1893	8
16.	The Under Secretary for Lands to Messrs. Barbour and Chanter, M's.P. 14 April, 1893	8
16A.	The Under Secretary for Public Works to the same. 25 April, 1893	8
17.	The Chairman, Local Land Board, Hay, to the Secretary for Works, with minutes. 28 April, 1893	9
18.	Petition from H. Moser and others	9
19.	The Secretary, Progress Committee at Moulamein, to Messrs. Chanter and Barbour, M's.P., with minutes 14 June, 1893	9
20.	The Manager, Australian Mortgage, Land and Finance Company (Limited), to the Chairman Local Land Board at Hay, with minutes. 15 June, 1893	10
21.	The same to the Under Secretary for Lands, with minutes. 15 June, 1893	10
22.	The Chairman, Local Land Board at Hay to the Under Secretary for Works, with minutes. 20 June, 1893	10
23.	The same to the District Surveyor at Hay, with minutes. 20 June, 1893	11
24.	Mr. T. W. Balshaw to the Chairman, Local Land Board, Hay. 8 July, 1893	11
25.	Decision of the Local Land Board at Hay, with evidence. 15 July, 1893	11
26.	G. R. Coffee, Esq., to the Under Secretary for Lands, with minutes. 20 July, 1893	12
27.	Appeal by Messrs. Grant and Childe against the decision of the Local Land Board at Hay, with minutes. 10 August, 1893	12
28.	The Chairman, Local Land Board at Hay, to the Under Secretary for Lands. 14 August, 1893	13
29.	The Registrar, Land Appeal Court, to the Under Secretary for Lands, with minute. 17 August, 1893	13
30.	Office Memorandum, with minute. 22 August, 1893	14
31.	The Registrar, Land Appeal Court, to R. Barbour, Esq., M.P. 5 September, 1893	14
32.	The same, to Messrs. Grant and Childe. 5 September, 1893	15
33.	J. M. Chanter, Esq., M.P., to the Chairman, Local Land Board at Hay, with minutes. 18 September, 1893	15
34.	Office Memorandum, with minutes. 26 September, 1893	15
35.	The Under Secretary for Lands to J. M. Chanter, Esq., M.P. 30 September, 1893	16
36.	The Registrar, Land Appeal Court, to the Under Secretary for Lands. 11 October, 1893	16
37.	The same, to the Chairman, Local Land Board at Hay, with minutes. 11 October, 1893	16

595 copies—Approximate Cost of Printing (labour and material), £36 11s. 0d.

PAGE.
38. Office Memorandum, with minutes. 11 October, 1893 16
39. The same, with minutes. 23 November, 1893 17
40. Mr. H. Moser to the Secretary for Lands, with minutes. 27 November, 1893 17
41. The Under Secretary for Lands to Mr. H. Moser. 18 December, 1893 18
42. The Secretary, Stony Crossing Progress Committee and Federation League, to the Secretary for Lands, with minutes. 22 January, 1894 18
43. Office memorandum, with minutes. 2 February, 1894 18
44. The Under Secretary for Lands to Messrs. Barbour and Chanter, M's.P. 8 March, 1894 18
45. J. M. Chanter, Esq., M.P., to the Secretary for Lands, with minutes and enclosure. 1 June, 1894 18
46. The Under Secretary for Lands to J. M. Chanter, Esq., M.P. 21 June, 1894 19
47. Mr. Surveyor R. N. Somerville to the District Surveyor at Hay, with minutes and enclosures. 23 June, 1894 19
48. The same to the same, with minutes and enclosures. 30 June, 1894 22
49. Mr. H. Moser to the Secretary for Lands, with minutes. 6 August, 1894 22
50. J. M. Chanter, Esq., M.P., to the Under Secretary for Lands, with minutes. 9 August, 1894 22
51. The Under Secretary for Lands to J. M. Chanter, Esq., M.P. 27 August, 1894 23
52. Mr. Surveyor R. N. Somerville to the District Surveyor at Hay, with minutes and enclosures. 18 September, 1894 23
53. J. M. Chanter, Esq., M.P., to the Under Secretary for Lands, with minutes. 20 September, 1894 27
54. The Acting Under Secretary for Lands to J. M. Chanter, Esq., M.P. 28 September, 1894 27
55. Messrs. Campbell and Felton to the Under Secretary for Lands, with minutes. 10 October, 1894 27
56. J. M. Chanter, Esq., M.P., to the same, with minute and enclosure. 12 November, 1894 27
57. Office Memorandum, with minutes. 27 November, 1894 28
58. The Acting Under Secretary for Lands to J. M. Chanter, Esq., M.P. 27 November, 1894 28
59. J. M. Chanter, Esq., M.P., to the Under Secretary for Lands, with minutes. 28 November, 1894 28
60. The Acting Under Secretary for Lands to J. M. Chanter, Esq., M.P. 28 December, 1894 29
61. The District Surveyor at Hay to the Under Secretary for Lands. 19 January, 1895 29
62. Office Memorandum, with minutes. 21 March, 1895 29
63. J. M. Chanter, Esq., M.P., to the Under Secretary for Lands, with minutes. 24 April, 1895 30
64. The Under Secretary for Lands to J. M. Chanter, Esq., M.P. 9 May, 1895 30
65. Office Memorandum, with minutes. 25 July, 1895 30
66. J. M. Chanter, Esq., M.P., to the Secretary for Lands, with minutes. 30 August, 1895 30
67. The same to the Under Secretary for Lands. 9 September, 1895 30
68. The Under Secretary for Lands to J. M. Chanter, Esq., M.P. 13 September, 1895 31
69. J. M. Chanter, Esq., M.P., to the Secretary for Lands. 16 September, 1895 31

No. 1.

R. Barbour, Esq., M.P., to The Secretary for Lands.

Sir, Parliament House, New South Wales, Sydney, 4 April, 1888.

In going through my electorate my constituents drew my attention to the necessity of a public road being opened between the town of Moulamein, county Wakool, and the town of Swan Hill, on the Murray. Swan Hill is a well-established town in Victoria, opposite the pastoral run of Murray Downs. We have no town on our side; but, I believe, that if this road was opened and traffic established, a township would follow as a matter of course.

I am informed that the distance is about 36 miles, and nearly all through Crown lands. Starting from Moulamein it passes the runs of Nyang, Cunninyenk, and Murray Downs. It is suggested that the road be 5 chains wide for stock and traffic. And that if opened it would be the cause of settlement taking place.

I have, &c.,
ROBT. BARBOUR.

Forwarded to the District Surveyor at Hay for report.—A. J. Stone (for Surveyor-General), 25/4/88. Mr. Gale.—T.B., 14/6/88. Noted.—J R., 16/6/88.

Forwarded to Mr. Wood who is requested to make a comprehensive report of that part of the road applied for from Cunninyenk Homestead to Murray Downs; tracing for purpose of illustrating report is herewith. One and a half days in field, and half day in office will be allowed for this service.—J. Broughton, Acting District Surveyor, 20/6/89.

Mr. Licensed-Surveyor Wood—Instruction No. 89-22. Report dated 29th July, 1889, No. 29, forwarded herewith.—Arthur B. Wood, Licensed Surveyor.

No. 2.

Licensed-Surveyor Wood to The District Surveyor at Hay.

[No. 89-29.]

Sir, Toogoombie, 29 July, 1889.

I have the honor to report as follows, on that part of the road applied for from Moulamein to Swan Hill, situated between Cunninyenk Homestead and Murray Downs, within county of Wakool, and inspected by me on the 4th and 10th July, 1889, in accordance with the instructions dated 20th June, 1889, No. 22.

From Swan Hill the track in use is surveyed on both sides for a distance of about 3 or 4 miles, and from there begin two routes, comprising several tracks in use towards Cunninyenk Station, all of which were inspected and shown approximately in Sienna dots on tracing, one road running round the north end of Lake Tooim the other round the south end, and meeting again to form a single track beyond the Merran Creek.

The more direct route *via* the weir on Merran Creek is that track used in dry weather, but it was impassable at time of inspection, owing to flood-water from Merran Creek on portions 39 and 40 fronting the creek, and it also crosses a swampy depression subject to flood (connecting at flood-time the lake with the Murray River), in the vicinity of portion 18, parish of Yellamong, in both of which places boggy black soil exists, and continues for a mile beyond the weir, otherwise the site is on good red soil which ceases again further on at the Box Creek (a shallow watercourse), and from thence to the Wakool River is black soil of crab-hole character.

All the track as an alternative route, follow high red sandy soil around the north end of the lake, and across the Merran (when the routes join again) as far as the Box Creek, with the exception of about a mile of black soil of crab-hole character, in the vicinity of water reserve 294, but suitable for a road.

The

The remainder of the track in use from the Wakool River (over which a good crossing naturally exists) to Cunninyenk homestead, was inaccessible at time of inspection owing to flood, but I have a good knowledge of it from previous experience. The character of the soil is black, and four more crossings over the "Deep Box," Wyam, and Cunninyenk Creeks are met with, those of the Deep and Wyam Creeks being difficult and deep, but passable for traffic. In the vicinity of the tracks the character of the soil, viz., red and black, is approximately shown by yellow or purple respectively on tracing.

In consideration of the best site naturally existing, the amount of Crown lands available, the least interference with vested interests in the matter of purchased land, and the crossings to creeks, &c., &c. I am of opinion that the most suitable position for the road, which should be generally about 3 chains wide, should follow approximately the dotted red line shown on tracing, which I beg to recommend, the greatest objection being in the increased distance where the proposed road leaves the track in use, to avoid a greater number of crossings on the Cunninyenk side of the Wakool River, but the deviation, which has borne also a very little traffic, obtains a better natural crossing to the Wakool River itself, though that of the Wyam Creek close beside it, and shown, I think, on my plan, of part of the dividing line, parish of Wituppa, is in its present state a little difficult, but quite passable. Consideration may also be made in this locality for the available Crown lands, and if a fair crossing over Cunninyenk Creek can be found on the road south of portions 6, 5, 12, &c., I think that already measured may be adopted. Perhaps access may be found available, however, from the north-west corner of portion 10, parish of Weetuppa (the end of a measured road), south-westerly to the higher crossing of the Wakool River (affording more direct road), but as the country was under high flood my inspection throughout in connection with crossings, &c., was at a disadvantage.

I might, therefore, suggest that the best site in this locality should be left to the discretion of the surveyor, to survey when the creeks are dry.

In following the dotted red line on tracing from the Murray River, the Swan Hill to Balranald road is used as far as the north boundary of parish of Yellamong, thence travelling stock route 1,590 should be adhered to, avoiding encroachment on purchased land as far as possible, and striking across the purchased land outside the improvements, at the north end of the lake and the woolshed, &c., to water reserve 294, whereon will be afforded good opportunity for a choice of crossing of the Merran Creek, difficult to obtain, I think; thence approximately following the track in use through purchased land to the Mellool boundary, crossing easily the Box and Coolool Creeks; thence through Crown lands on Mellool and Cunninyenk, and following measured road to Cunninyenk homestead, crossing a couple of small creeks on the south side of Wakool, and the Aryan and Cunninyenk Creeks on the north side.

I estimate the length of the proposed road is 23½ miles, 10 of which are through purchased land.

With regard to the necessity for this road, after a little inquiry I am of opinion that there is but little demand and agitation for it, nor do I think, considering the circumstances, that the benefit at present likely to accrue therefrom to the public warrants the expense and trouble necessary, unless the probability of prospects urges its present favourable consideration, in view of future early settlement, for I wish to point out that, owing to the character of the country throughout, the road will only be practicable and free from flood in the many creeks for six or seven months generally in the year, and much less is it required for a stock route from Moulamein, in view of that already to Koondrook and from Balranald to Swan Hill.

I desire to mention that an extra day travelling was necessitated to get from Murray Downs Run to Cunninyenk, *via* Stony Crossing, by boat, for which I respectfully ask further consideration in accounts, which are restricted in instructions.

I have, &c.,
ARTHUR B. WOOD,
Licensed Surveyor.

From my knowledge of the greater part of this country, together with the facts stated by Mr. Wood, I am of the opinion that the most advantageous site for a road is in the position shown on tracing "A," in broken lines marked *a*, *b*, *c*, *d*, *e*, and *f*. The distance by this route is about 46 miles, 10 miles longer than that stated by Mr. Barbour, and about 1¼ miles longer than the shortest practicable track which does not comprise country so well adapted. It would, however, appear that a road through this country will only be passable to traffic in certain seasons, and from the fact of a railway now existing to Koondrook, Victoria, which is connected with Moulamein by a good road 44 miles in length, it seems very improbable that a road through this country will ever be of much importance. The areas of Crown lands along this route are very limited, with exception of that on part of the Cunninyenk Holding, which does not in itself justify the opening of this road. Moreover, this land, if selected, is as easy accessible by existing roads. I may further point out that, with the exception mentioned, the residue of Crown land is principally situated within leasehold areas, and not likely to be available for selection for some time to come. I, therefore, recommend that the request of Mr. Barbour to open further road communication between Moulamein and Swan Hill, Victoria, be refused, on the grounds that public requirements are amply met by existing roads.—JOHN BROUGHTON, Acting District Surveyor, Hay, 24/9/89. The Surveyor-General.

No. 3.

Office Memorandum.

Road from Moulamein to Swan Hill, county of Wakool.

14 October, 1889.

THE road in question would be 46 miles in length, and 10 miles of that distance would be within alienated land. From the flooded character of the land the road could only be used for about six months in the year.

It is further reported that public requirements are amply met be existing roads.

It is recommended that the application for road be refused and Mr. Barbour, M.P., informed of the action taken.

The Under Secretary for Lands. A. J. STOPPS.

For approval.—F.H.W., S.F., 17/10/89. Submission approved.—J.N.B., 18/10/89. R. Barbour, M.P., informed.—H.L.T., 22/10/89.

No. 4.

No. 4.

The Under Secretary for Lands to R. Barbour, Esq., M.P.

Sir, Department of Lands, Sydney, 21 October, 1889.

With reference to your letter of the 4th April, 1888, applying for the opening of a road from Moulamein to Swan Hill, county of Wakool, I am directed by the Secretary for Lands to inform you that the road in question would be 46 miles in length, 10 miles of which distance would be within alienated land.

It is also reported that from the flooded character of the land the road could only be used for about six months in the year; moreover that the public requirements are amply met by existing roads.

Under these circumstances your request cannot be complied with.

I have, &c.,
W. H. CAPPER
(For the Under Secretary).

No. 5.

The Honorary Secretary, Swan Hill Progress Committee, to J. M. Chanter, Esq., M.P.

Dear Sir, Swan Hill, 11 January, 1893.

I have been requested to forward you a copy of the following resolution passed at a meeting of the Swan Hill Progress Committee held on the 9th instant, and to ask that you will give the matter your best support.

Resolution:—That application be made to the Minister for Public Works, New South Wales, to have a road surveyed from Moulamein to Swan Hill and proclaimed.

Yours, &c.,
A. KNOX CHAPMAN,
Hon. Sec.

Acknowledged, 9/2/93.

No. 6.

The Honorary Secretary, Swan Hill Progress Committee, to R. Barbour, Esq., M.P.

Dear Sir, Swan Hill, 11 January, 1893.

I have been requested to forward you a copy of the following resolution passed at a meeting of the Swan Hill Progress Committee held on the 9th instant, and to ask that you give the matter your best support.

Resolution:—That application be made to the Minister for Public Works, New South Wales, to have a road surveyed from Moulamein to Swan Hill and proclaimed.

Yours, &c.,
A. KNOX CHAPMAN,
Swan Hill.

We consider this road to be necessary.—Robt. Barbour, J. M. Chanter, 21/1/93. Road.—D.C.M'L., B.C., 23/1/93. Mr. Hickson for report.—J.B., B.C., 23/1/93.

No. 7.

The Honorary Secretary, Swan Hill Progress Committee, to The Secretary for Public Works.

Dear Sir, Swan Hill, 11 January, 1893.

I am instructed by the Swan Hill Progress Committee to make application to you to have a road surveyed from Moulamein to Swan Hill and proclaimed.

Yours, &c.,
A. KNOX CHAPMAN,
Hon. Sec.

Acknowledged, 23/1/93. Road.—D.C.M'L. (for Under Secretary), B.C., 23/1/93.

No. 8.

Office Memorandum.

Minute Paper.

Subject:—Road Moulamein to Swan Hill applied for survey.

Department of Public Works, Roads and Bridges and Sewerage Branch,
Sydney, 7 February, 1893.

In view of the decision to erect a bridge over the Murray River at Swan Hill, the question of the opening of a road from Moulamein to that place has arisen, and before taking definite action towards carrying this out it is requisite that some information on the points named below should be obtained.

As the District Survey Office, where the maps and information are to be obtained, is at Hay, I refer this matter to Mr. Mullen for report, although it is properly in Mr. Beere's district. He will, therefore, first confer with the District Surveyor, and after obtaining all the maps for illustration, thoroughly examine the country, find out and show on the maps the best route to be adopted, or if more than one route appears available show the several lines, and report fully upon each.

The principal points to which attention is to be directed are:—

1. Directness.

2. Cost of works necessary to open for traffic, or that may ultimately be required, and in this the number and cost of bridges will require to be carefully considered.

3. The quantity of alienated land (whether leased or sold) along the line, or to be severed, and the various holdings passed through.

4.

4. The number of persons or families resident along the line, or to be served, and the occupations in which they are engaged.

As much information as possible should be shown on the maps. On this also the boundaries and names of pastoral holdings should be shown.

A thorough examination of the country will be necessary, and I shall be glad if Mr. Mullen will give the matter his best attention, and furnish all the information possible, without actual instrumental survey, in order that a decision may be arrived at as to the advisability of asking the Lands Department to take steps to open the road.

P.S.

Mr. Mullen, with all papers.

No. 9.

Messrs. H. Moser and others to Messrs. Barbour and Chanter, M's.P.

Gentlemen, Coobool Mills, Moulamein, 13 February, 1893.

With a number of others, I have again to apply to you for advice.

We are awkwardly situated for the want of a road to the Murray at Swan Hill, having been refused permission to cross the Murray Downs Station, although I believe there are at least two surveyed roads leading from Moulamein, through Coobool Island, to Swan Hill.

We can take no produce of any kind even to the banks of the Murray, except by travelling a round-about distance of some 40 miles; whereas, if the existing roads were thrown open, or others substituted where practicable, it could be done from the Coobool Island by a distance of 14 miles, and a first-class road all the way, while the Koondrook is impassable several months in the year.

Will you kindly let us know what to do, or if you could take the necessary steps. Of course we will gladly pay whatever expense is incurred. With many thanks for your former kind attentions.

We have, &c.,
H. MOSER AND OTHERS.

P.S.—We may mention at the present time there is a quantity of wheat on the island, unable to be got to the waters edge, which could be profitably sold if the owner were to get to the Murray large orders for sawn timber, but unable to execute orders for same reason, sheep can only be got to Swan Hill by humbly begging permission from station holders. Trusting you will give this your best attention.

We remain, &c.,
H. MOSER AND OTHERS.

No. 10.

Messrs. Barbour and Chanter, M's.P., to The Secretary for Lands.

Dear Sir, Parliament House, Sydney, 20 February, 1893.

In the Wakool district, which is that part of our electoral district lying between the Murray River and the Edwards' River, or between Koondrook and Swan Hill, on the Victorian side of the Murray, and Moulamein on the Edwards', a very large accession to the population has lately taken place by selectors taking up land on the special areas thrown open for settlement. We are glad to say these are principally enterprising people from Victoria, and they will make the best of colonists.

Having much greater freedom in Victoria to use surveyed roads, and enjoying a greater liberty in passing through property direct to where they want to go, they feel a restriction in being prevented from using the nearest road, hence the complaint contained in the letter I enclose.

It is absolutely necessary that a road should at once be opened from Moulamein to Swan Hill for the accommodation of the settlers there. It must be the principal way of access to the Victorian markets. Swan Hill is in direct communication with the railways leading to Sydney and to Melbourne, and the two colonies have agreed to erect a bridge there at joint expense.

We have therefore to request that you will cause the road to be gazetted without delay, and prevent the pastoral tenants from interfering with and stopping travellers from pursuing their journeys over Crown lands, &c., claimed by such lessees as parts of their leaseholds.

Yours, &c.,
ROBT. BARBOUR,
J. M. CHANTER,
M's.P. for the Murray.

Acknowledged, 25/2/93. Other papers having reference to this matter were sent to the Under Secretary on 14/2/93. Probably Messrs. Chanter and Barbour, M's.P., should be informed of any action that may be taken.—A. J. STOPPS, 9/3/93.

The question of whether the road asked for is necessary may be referred to the Local Land Board, and Messrs. Barbour and Chanter, M's.P., be informed. Timely notice of the matter coming before the Board may be published in the local papers, so that both sides may be heard if they so desire.—H.C., 25/3/93. Robt. Barbour and J. M. Chanter, M's.P., informed, 30/3/93.

Forwarded to the Chairman of the Land Board District of Hay for action, as indicated in Ministerial direction of 25/3/93.—A. J. STOPPS (for the Under Secretary), 5/4/93. The Chairman of the Land Board District of Hay.

The District Surveyor for report.—C.D. (for Chairman), 10/4/93.

It is within my knowledge that Mr. Road-Engineer Mullen has recently inspected the country between Moulamein and Koondrook, and has reported through the engineer (supervising) of No. 3 Division in a very comprehensive manner. I would therefore suggest that, before further action in this Department be initiated, the Works Department be asked to state what action they are taking.—J. L. TRITTON, District Surveyor, 20/4/93. The Chairman.

Road from Moulamein to Swan Hill, county of Wakool, district of Deniliquin. Letter from Messrs. Barbour and Chanter, M's.P., urging opening of above-mentioned road, referred by the Minister for Board's report as to whether such road is necessary. Timely notice of the matter coming before the Board

Board to be published in the local papers. Mr. District-Surveyor Tritton suggests that before further action is taken in this Department the Works Department should be asked to state what action they are taking in regard to Mr. Road-Engineer Mullen's report of inspection on the country between Moulamein and Koondrook.—C.D., 25/4/93. The Chairman.

We have the absolute order of the Minister that the inquiry shall be held. The Works Department may be asked, as suggested by the District Surveyor, and at the same time informed that the Board will inquire into the matter at Deniliquin next July. When case for hearing advertise in Deniliquin and Moama papers; also notify Roads District Surveyor, H. Moser (for petitioners), and Messrs. Barbour and Chanter.—F.T., 25/4/93.

The Works Department (M.)—C.D., 27/4/93.

Next Deniliquin Court, care to be taken in regard to carrying out instructions contained in last paragraph of Chairman's minute of 25th April, 1893. See 93-2,971 L.B. Report of Roads Department enclosed.—C.D., 25/5/93.

Hearing of this case advertised in *Deniliquin Chronicle and Pastoral Times* and *Border Post*, Moama. Under Secretary for Works, H. Moser (for petitioners), Messrs. Chanter and Barbour, M's.P., notified case will be heard at Deniliquin on 15th July next.—A.H., 23/6/93.

No. 11.

Road-Engineer Mulien to The Supervising Engineer for Roads of No. 3 Division.

Subject:—Road, Moulamein to Swan Hill applied for survey.

Department of Public Works, Roads and Bridges and Sewerage Branch,
Hay, 18 March, 1893.

1. In accordance with instructions of 7th February (forwarded with previous paper to Sydney on 5th instant), I visited and thoroughly explored the country in vicinity of a direct line between Moulamein and Swan Hill, and beg to report as follows:—

2. The direct distance between the two places is about 32 miles, and I find that to travel by legitimate means stock and other traffic must make a detour *via* Spinks' Ferry, a distance of about 70 miles. There are, however, several tracks in use (shown by brown broken lines on tracing) which considerably reduce the distance, but owing to the great amount of alienated land through which these pass, it is merely a sufferance right upon which these are used by the public.

3. The amount of through traffic is at present not large, but there are a number of selectors on the route, some twenty in all, who are to all practical purposes hemmed in, and who have no possible get-away except through alienated lands, and, moreover, owing to this latter fact, no travelling stock can venture across. The present amount of traffic can therefore be taken as no criterion, and there is every reason to suppose that with the erection of the proposed bridge at Swan Hill, and the many natural watering places *en route*, this road would be largely availed of.

4. The most direct route to be obtained is that *via* Cunninyenk (shown on tracing in firm brown lines) about 39 miles. On this no alienated land need be severed, but as no less than twelve bridges would be required, and much flooded ground to be crossed, besides serving the interests of a very few residents, this route is out of the question. The country to the north of this line was then examined, and proved to be better adapted to the purposes of a road, being for the greater part high sound ground, out of reach of all ordinary floods, while the number of bridges required is only four. The general direction of the route decided upon is shown by red line, open, of course, to amendment by Lands Department, where detailed questions of severance are concerned, and possesses the advantage of serving a greater number of residents along the line of country than any other that can be suggested with due regard to economy.

5. This road will be about 43 miles in length, and the only alienated land to be resumed will be that in parish of Neimur, belonging to Messrs. Grant and Childe, lessees of the Char Sing Run, and through selections of Messrs. M'Kenzie and Hendry, in parishes of Yadchero and Coonamit respectively.

6. Before deciding upon this line attention was given to the area between the Mallan Mallan Creek and the Wakool River, known as *The Island*, which has nearly all been selected within the past two years, but after a thorough examination of this place, *with a view to taking the road through it*, the project was abandoned; as, though the Mallan Mallan Creek offers good sites in various places, and especially at the junction of the Neimur River, the flood channel through the centre of the island and the crossing of the Wakool River, together with the Coobool Creek, or if taken lower down stream, the flood channels of south side of river and much flooded ground on route, present such great engineering difficulties as to prohibit any expense in this direction as compensation for the peculiar benefits to be derived.

7. On consideration it was, therefore, thought that the more judicious plan would be to provide the means of through traffic by the bridge site over the Wakool, below the Island, and at some future time the question of access to this place might be dealt with on its own merits.

8. The bridges required on proposed road will be over the Yarrian Creek, which is not a very large watercourse, and only runs in very high floods. It has fairly high, well-defined banks, and choice of a bridge site not difficult. This should be bridged at an estimated cost of £760.

9. The Wakool River will be the greatest difficulty to contend with, and every effort was made to find a good bridge site, suitable to meet the requirements of a direct route. Seven different places on the river were inspected within a distance of 30 miles on its course, but only three at all suitable to the purpose were found (two being on the island), and in every case a flood channel of more or less dimensions must be crossed to get into the river. The proposed site at M'Kenzie's presents itself as possessing advantages over all the others by reason of having a well-defined flood-channel, across which a bridge should be erected for £500, while the river site was one of the best I found, having high banks on both sides on a straight reach, and being, moreover, at the recognised head of navigation. Cost of this bridge I estimate at £1,360.

10. The Meran is a deep, well-defined creek, and choice of a site not difficult anywhere along its course examined by me, and should, I estimate, be bridged for about £600.

11. The greater part of the timber for these bridges can be obtained locally; good red gum and box can readily be obtained anywhere within a few miles of the various proposed sites.

Summary of cost:—	£
Yarrian Creek	760
Flood channel of Wakool	500
Wakool River	1,360
Merran Creek	600
Total...	£3,220

Yours, &c.,
G. S. MULLEN.

Nothing is said as to the nature of the country passed over, or how much of it is flooded by overflow or otherwise. Report on this.—P.S., 30/3/93. Mr. Mullen.

The nature of the country on the proposed route is fairly uniform between Moulamein and the crossing of the Merran Creek, and is for the most part comprised of gently undulating plains, interspersed with by box flats and Mallee sand hills. The time of my inspecting was an unfavourable one for getting at an accurate estimate of the amount of flooded land, as no rain had fallen for five months, and the creeks were nearly dry. I had, therefore, to be guided in a great measure by appearance. The greater part of the flooded ground is around Moulamein, and from that place to where the proposed road leaves the Edwards River, it passes through about 3 miles of low ground which, however, is only rendered impassable in extraordinary floods. High ground is then traversed to the Yarrian Creek which has a well-defined channel, and in all not more than half a mile of low ground is met with. About half a mile north of Metcalfe's house a box swamp of about half a mile is crossed, and with this exception, the country, right through to the Merran Creek, is well out of flood reach. From the Merran Creek to Swan Hill the country is of a sandy undulating character, high and dry. I may state that I was informed by a number of residents that this is the only practicable route during flood time.—G.S.M., 5/4/93. Mr. Scarr.

Having travelled over the route indicated by the red line, I can support Mr. Mullen's conclusions, and think this line should be adopted.—P.S., 7/4/93.

No. 12.

The Under Secretary for Lands to Messrs. Barbour and Chanter, M's.P.

Gentlemen, Department of Lands, Sydney, 30 March, 1893.

With reference to your letter of the 20th ultimo, forwarding a communication from Messrs. H. Moser and others, Coobool Mills, Moulamein, applying for the opening of a road from Moulamein to Swan Hill, I am directed by the Secretary for Lands to inform you that the question of whether the road asked for is necessary has been referred to the Local Land Board.

I have, &c.,
WM. HOUSTON,
Under Secretary
(*Per* F.H.W.)

No. 13.

Messrs. H. Moser and Others to Messrs. Barbour and Chanter, M's.P.

Gentlemen, Coobool Mills, Moulamein, 7 April, 1893.

I, together with others in the neighbourhood, would again ask you to use your influence to push on with all possible speed the survey of the Swan Hill Road.

Owing to the peremptory refusal, of which I enclose letter, all traffic is virtually stoped. The mill had to close, owing to the want of roads, and men discharged. I may draw your attention to the fact that we are in a nearly direct line with the new Swan Hill bridge.

If roads are open, at least twenty men would be employed by me alone.

Try all in your power to push this road on, as it will be highly beneficial to the advance and settlement of our district.

I have, &c.,
H. MOSER AND OTHERS.

Presented by Messrs. J. M. Chanter and Robt. Barbour.

[*Enclosure.*]

From the Manager, Murray Downs Station, Swan Hill, to Mr. H. Moser, Coobool Saw Mills, Moulamein.

4 April, 1893.

Sir,

Your letter of the 20th ultimo duly received, re permission to cross this run to Swan Hill; I have now to inform you that I decline to allow light or any other traffic over our freehold lands to Swan Hill.

I have, &c.,
DAVID JOHNSTON.

No. 14.

Report by Mr. Supervising-Engineer Scarr.

Department of Public Works, Roads and Bridges and Sewerage Branch,
7 April, 1893.

Subject: Road, Moulamein to Swan Hill, applied for survey.

Between these two places there is practically no public road, in anything like a direct line, so that all traffic has to go *via* Spink's Ferry on the Balranald to Swan Hill Road, a distance of 70 miles, whilst the direct line is about 32 miles, and a good trafficable road can be obtained in 43 miles.

The line proposed to be adopted is shown approximately in red, *via* M'Kenzies and Metcalfe.

By this route the road would traverse sound, high ground, free from flood, except for a short distance, where it is only badly affected during extraordinary floods.

Four bridges would be required, at a total cost of £3,220, to make the creeks passable at all times; but it will not be necessary to construct these for a long time to come. The

The present object to be gained is, to afford the public access to Swan Hill, where a bridge is shortly to be erected over the river Murray; and in view of this, I am of opinion that steps should be taken to open the road proposed, as shown approximately by the red line on tracing—subject to minor modifications on further examination.

I recommend the matter be referred to the Lands Department with a request it may be considered and dealt with. It might also be asked that the surveyor deputed to make the necessary survey be directed to confer with the resident engineer of this Department at Hay on the subject before finally locating the road.

PERCY SCARR,
Supervising Engineer.

The petitioners for the road might be informed through Messrs. Chanter and Barbour, M's.P. that the matter has been referred to the Lands Department to be dealt with.—P.S., 7/4/93. Mr. Mollinson.—P.H.F., 11/4/93.

Recommended, that the Lands Department be requested to survey and open the road if deemed desirable, and that Messrs. Chanter and Barbour, M's.P., be informed.—J.S.M., 14/4/93. Commissioner and Engineer-in-Chief for Roads and Bridges and Sewerage.

Forwarded for approval.—E.A.N. (for Commissioner), 20/4/93. The Under Secretary, B.C. The Commissioner and Engineer-in-Chief for Roads and Bridges. Inform; then to the Under Secretary for Lands.—J.B., B.C., 22/4/93. J. M. Chanter, R. Barbour, Esqrs., M's.P., informed. 25/4/93. Mr. Scarr, who wishes to see these papers before they go to Lands.—H.G. Will the Chief Clerk please let me have a copy of the letter sent to Messrs. Chanter and Barbour?—P.S., 26/4/93. Chief Clerk. Please obtain copy. Records.—B.M., 28/4/93. Copy attached.—A.S., 1/5/93. Mr. Scarr.—J.B., 3/5/93.

The papers might be forwarded to the Lands Department for consideration, not with a request to have the road opened. That Department may see objections that are not at present within our knowledge.—P.S., 3/5/93. Commissioner and Engineer-in-Chief for Roads and Bridges. Under Secretary.—P.H.F. (for Commissioner), B.C., 3/5/93.

As the Land Board at Hay have been requested, by direction of the Minister, to inquire into the circumstances of this case, probably these papers, which contain additional information, should also be referred to the Board.—A. J. Storrs, 12/5/93.

For approval.—F.H.W. (for Under Secretary), 15/5/93. Approved.—H.C., 15/5/93. The Chairman of Land Board, District Hay.—A. J. Storrs (for Under Secretary), 17/5/93.

No. 15.

Messrs. Chanter and Barbour, M's.P., to The Secretary for Lands.

Re Road Moulamein to Swan Hill, Murray River.

Dear Sir, Legislative Assembly, New South Wales, Sydney, 11 April, 1893.

Some time ago we applied to you to open a road from Moulamein, on the Edwards River, to Swan Hill, on the Murray, as a large amount of settlement has taken place in this locality, viz., in the county of Wakool, Murray Downs Station, which is in New South Wales, on the opposite side of the Murray, to Swan Hill, which is on the Victorian side of the border.

The New South Wales Government has agreed with the Victorian to build a bridge there at a cost of some £16,000, and the bridge will be of little use to our people if there be no access by means of roads.

We would urge upon you the necessity of defining on the ground this road, and proclaiming it as it is a main road to all intents and purposes.

Yours, &c.,
J. M. CHANTER.
ROBT. BARBOUR.

The papers in this case have been sent to the Chairman of the Land Board at Hay, for inquiry into the circumstances of this case, as directed by the Minister. Probably Mr. Barbour, M.P., should be so informed.—A. J. Storrs, 12/4/93.

Inform.—F.H.W. (for Under Secretary), 13/4/93. R. Barbour and J. M. Chanter, M's.P., informed.—H.L.T., 14/4/93.

No. 16.

The Under Secretary for Lands to Messrs. Barbour and Chanter, M's.P.

Gentlemen, Department of Lands, Sydney, 14 April, 1893.

With reference to your letter of the 11th instant, respecting a proposed road from Moulamein to Swan Hill, I have the honor to inform you that the papers in the case have been sent to the Chairman of the Local Land Board at Hay, for inquiry into the circumstances of the case.

I have, &c.,
WM. HOUSTON,
Under Secretary
(*Per* F.H.W.)

No. 16A.

The Under Secretary for Public Works to Messrs. Chanter and Barbour, M's.P.

Gentlemen, Public Works Department, Sydney, 25 April, 1893.

With reference to the letter dated the 11th January last, forwarded by you from the Swan Hill Progress Committee, in regard to the road from Moulamein to Swan Hill, I am directed by the Secretary for Public Works to inform you that the matter has been referred to the Department of Lands, with a request that the necessary steps may be taken to have the road in question surveyed and opened for the public traffic.

I have, &c.,
J. BARLING,
Under Secretary
(*Per* D.C.M'L.)

No. 17.

No. 17.

The Chairman, Local Land Board, Hay, to The Under Secretary for Public Works.

Sir, Local Land Board Office, Hay, 28 April, 1893.

I have the honor to request that you will be good enough to state what action has been taken by your Department in regard to Mr. Road-Engineer Mullen's report, through the Engineer supervising of No. 3 Division of the country between Moulamein and Koondrook. The information is required in connection with a letter from Messrs. Barbour and Chanter, M's.P., urging the opening of a road from Moulamein to Swan Hill, and which letter has been referred by the Secretary for Lands to the local Land Board for report as to whether such road is necessary. The matter will come before the Board at Deniliquin in July next.

I have, &c.,
FRED. TROLLOPE,
Chairman
(*Per* C.D.).

Mr. Hickson.—D.C.M'L. (*pro* Under Secretary), B.C., 1/5/93. Papers, 2/5/93. Mr. Scarr for report.—W.B., 10/5/93.

The Chairman of the Land Board might be informed that Mr. Mullen's report was on the road applied for, from Moulamein to Swan Hill (not Moulamein to Koondrook), and that the matter has been referred to Lands Department for consideration and to be dealt with.—P.S., 12/5/93.

Commissioner and Engineer-in-Chief for Roads and Bridges. Under Secretary.—B.P. (for Commissioner), B.C., 12/5/93. The Under Secretary for Lands.—J.B., B.C., 16/5/93. The papers were sent to the Chairman of the Land Board, at Hay, on the 18th instant. This letter may await return of papers.—G.A.M., 23/5/93.

No. 18.

Petition from Messrs. H. Moser and Others.

Re Road from Moulamein to Swan Hill.

To the Chairman and Members of the Deniliquin Land Board,—

Gentlemen,

We, the undersigned, landowners and others, would most respectfully draw your attention to the following reasons why it would be highly beneficial to have the road from Moulamein to Swan Hill *via* Cooboo! Island :—

1. This road is at all times the highest and dryest.
2. This road will take less bridges, which can be easily constructed on account of the high banks of the creeks, good approaches and abundance of timber available.
3. The shortness of the road will make it a boon, not only to the immediate neighbourhood, but also to a large extent of back country.
4. Without this road a large number of us in this district are literally shut out from any market, owing to having no road.
5. This road will open up and greatly develop the district generally; from the want of it a saw-mill has had to be closed, and several of the farmers have been compelled to store their grain, not knowing how to get it away.

We take this means of making our wants known, as the majority of us are prevented by the distance of explaining personally the facts contained herein.

Trusting you will give the above your favourable consideration,

We have, &c.,
HERMAN MOSER, selector and mill-owner.
FLORENCE MOSER, selector.
F. MOSER, selector.
[Here follow thirty-four other signatures.]

On behalf of the above petitioners, we have the honor to remain, &c.,

H. MOSER.
S. MEDCALFE.

No. 19.

The Secretary, Local Progress Committee, Moulamein, to Messrs. Chanter and Barbour, M's.P.

Sirs, Moulamein, 14 June, 1893.

A Petition has recently been taken round this district for signature, in favour of giving a road to a few selectors living between this place and Swan Hill, in which it is alleged that practically they are without a road. Myself, with many others, were induced to sign it on the distinct representation that it was not intended to be in opposition to the road from Moulamein to Barham.

We now learn that those signatures are intended to be used to carry weight against our own interests, and in opposition to the Barham Road.

On behalf of the people of this district, I beg to protest most distinctly against such an interpretation being put on it, and I have to request that when brought before the Land Board you will see that we are given facilities to appear in support of our application as well as Mr. H. Moser, the originator of the petition for the Swan Hill Road.

Some time ago we were refused bridges on the Barham Road because the estimate of the District Engineer was stated to be too little. Now we understand that the same estimate is said to be too much. Whether an estimate is more or less will not alter the contract price when tenders are called, and we beg to request that you will endeavour to have tenders called for the bridges, to commence as soon as rivers are again low enough.

I have, &c.,
RICHD. HINDSON,
Secretary, Local Progress Committee.

Presented by J. M. Chanter and R. Barbour, M's.L.A. Acknowledged.—29/6/93.

It is recommended that this letter be sent to the Land Board, at Hay, for consideration in connection with other papers in the case previously referred to them, and that Messrs. Chanter and Barbour, M's.P., be so informed.—A. J. Stopps, 4/7/93.

For approval.—F.H.W. (for Under Secretary), 6/7/93. Approved.—W.J.L., 6/7/93. Messrs. Chanter and Barbour, M's.P., informed.—13/7/93. The Chairman, Local Land Board, Hay.—F.H.W. (for Under Secretary), B.C., 13/7/93. The District Surveyor in connection with papers, L.B., 93-4094 to him, 18/7/93.—C.D. (for Chairman), 24/7/93. The paper in question is returned to the Chairman this day.—J.G. (*pro* District Surveyor), 28/7/93. The Chairman. Case has been dealt with (*vide* 93-4094 L.B.) Mr. Hindson has given evidence.—C.D., 31/7/93.

No. 20.

The Manager, Australian Mortgage, Land, and Finance Company (Limited), to The Chairman, Local Land Board, Hay.

Sir, 2, Spring-street, Sydney, 15 June, 1893.

I have the honor to address you with reference to the hearing by your Board at the next Deniliquin Court of an application for the opening of a road from Moulamein to Swan Hill. I beg to protest against the opening of this road for the reason that a road is already opened from Moulamein to Koondrook, and is partially formed, and a little more expense would make it sufficient for all requirements of the district; whereas if the road to Swan Hill is granted it will entail considerable expense in survey, opening the road, and forming it, and only for an occasional traveller.

I now ask that you will have me informed of the date of hearing of this matter, that I may tender evidence which may be material to the case and assist you in coming to a conclusion.

I have, &c.,
W. F. ALLWORTH,
Manager.

Re road from Moulamein to Swan Hill. The Chairman; then for Deniliquin Court.—C.D., 17/10/93. Inform writers that the Board will deal with this case on Saturday, 15th July. Also that it is not apparent that they can be regarded as parties to the case.—F.T., 17/6/93. Then Deniliquin Board meeting for hearing 15th July. Writers informed.—C.S.P., 17/6/93.

No. 21.

The Manager, Australian Mortgage, Land, and Finance Company (Limited), to The Under Secretary for Lands.

Sir, 2, Spring-street, Sydney, 15 June, 1893.

I have the honor to address you with reference to the proposed opening of a road from Moulamein to Swan Hill. I would point out that a road was opened some years ago from Moulamein to Koondrook, and this road is now partially made, and with a little more expenditure would be all that is desired in this district. If the proposal to open the road from Moulamein to Swan Hill is carried out it will entail considerable expenditure in survey, opening the road, and forming it, and all for the benefit of one or two individuals.

The papers in this matter are now with the chairman at Hay for hearing before the next Deniliquin Court, and I ask that you will take such steps as are necessary to have me informed by the Board of the hearing, that I may tender evidence which may be material in the matter.

I have, &c.,
W. F. ALLWORTH,
Manager.

It is recommended that this letter be forwarded to the Chairman of the Land Board at Hay, in order that the writer may be apprised of the date of the inquiry proposed to be held by the Board.—A. J. Stopps, 20/6/93.

For approval.—F.H.W. (for Under Secretary), 21/6/93. Approved.—H.C., 22/6/93. Forwarded to the Chairman of the Land Board at Hay.—A. J. Stopps (for the Under Secretary), 22/6/93. The Australian Mortgage, Loan, and Finance Company (Limited), 2, Spring-street, Sydney, were notified of date of hearing on 17th instant, *vide* 93-3,517 L.B.—C.D., 26/6/93. Deniliquin Court.

No. 22.

The Chairman, Local Land Board, Hay, to The Under Secretary for Public Works.

Sir, Local Land Board Office, Hay, 20 June, 1893.

I have the honor to inform you that the Local Land Board will, at the Court-house, Deniliquin, on the 15th proximo, deal with the question of opening a road from Moulamein to Swan Hill, county of Wakool, Land District of Deniliquin, in favour of which a largely-signed petition has been lodged.

I have, &c.,
FRED. TROLLOPE,
Chairman.

This matter has been referred to the Lands Department to be considered and dealt with. The papers are now there. A letter might be written to the Chairman to the effect that it is not considered necessary for this Department to be represented at the inquiry, as the matter is in the hands of the Lands Department.—P.S., 28/6/93. Commissioner and Engineer-in-Chief for Roads and Bridges.

Under Secretary.—E.A.N. (for Commissioner), B.C., 28/6/93. Under Secretary for Lands.—J.B., B.C., 29/6/93.

No. 23.

The Chairman, Local Land Board, Hay, to The District Surveyor.

Sir, Local Land Board Office, Hay, 20 June, 1893.

I have the honor to inform you that the Local Land Board will, at the Court-house at Deniliquin, on the 15th proximo, deal with the question of opening a road from Moulamein to Swan Hill, county of Wakool, Land District of Deniliquin, in favour of which a largely signed petition has been lodged.

I have, &c.,
FRED. TROLLOPE,
Chairman.

I should feel obliged if I might be allowed to peruse the papers in this case.—J. L. TRITTON, District Surveyor, 22/6/93. The Chairman. Paper herewith.—C.D. (for Chairman), 22/6/93. The District Surveyor.

The Chairman states that no report from you is required, that the persons asking for the opening of the road have been notified, and it is for them to furnish evidence showing that the road asked for is necessary. The Works Department have been informed that the matter will be dealt with on 15th proximo, and if that Department think it necessary to instruct one of their officers to appear. The District Surveyor.

Observed and papers returned.—J. L. TRITTON, District Surveyor, 23/6/93.

No. 24.

Mr. T. W. Balshaw to The Chairman, Local Land Board, Hay.

Gentlemen, Walton Vale, Coobool, 8 July, 1893.

I am a wheat-grower on what they call Connyuck Island, about 14 miles from Swan Hill, our nearest market. Owing to the want of a road, I have this season to cart wheat to Moama, a distance of 90 miles. I have 100 acres in crop, and if we do not get this road from Swan Hill I shall have to do the same next year, and as for a stock road we cannot only legally travel towards Deniliquin or Moama, a distance of 80 miles to the one and 90 to the other. With a railway about 14 miles away, and we not allowed to travel to it, I do not know that I can say any more, only, as a selector, I am very doubtful of making a living, having to cart my produce so far.

I have, &c.,
T. W. BALSHAW.

No. 25.

Decision of Local Land Board at Hay.

New South Wales, }
to wit. }

WHEREAS on the 15th day of July, 1893, it became a matter for investigation before us whether the opening of a road from Moulamein to Swan Hill, county of Wakool, Land District of Deniliquin, should be recommended or otherwise, and having taken evidence and inquired into the said matter, we find and report to the Honorable the Minister for Lands that in view of the number of settlers living on the Wakool, in the neighbourhood of Coobool Island, that it is desirable to survey a road of access from Moulamein to Swan Hill following the most practicable route. Such road to be 8 chains wide where practicable. Further, it appears from the evidence given to be unnecessary to bridge the proposed road at present.

The road now proposed is not recommended in lieu of the Moulamein and Kandrook road, but as a road of access to serve the settlers between Moulamein and Swan Hill.

Given under our hands, at the Court-house at Deniliquin, in the Colony of New South Wales, this 15th day of July, 1893.

FRED. TROLLOPE, Chairman.
G. TENNANT, }
CHARLES OPITZ, } Members.

[*Enclosure.*]

INQUIRY as to the opening of a road from Moulamein to Swan Hill.

Samuel Metcalfe, on oath, states:—I am a selector, and reside below Moulamein; I am one of the petitioners asking for the proposed road under inquiry; I have been a resident for six and a half years; if the proposed road were granted it would be beneficial to a large number of selectors; the proposed road from Moulamein is the nearest one to market, Swan Hill; I cannot go direct to Swan Hill unless by the proposed road; I know Coobool Island; there are a number of selectors living on the island, and the proposed road would be a benefit to them by way of access to Swan Hill; the granting of the proposed road would make a difference of 18 or 20 miles travelling to Swan Hill from Coobool Island; if the proposed road is not granted it would make the distance, owing to the long way around, 80 or 100 miles; Coobool Island is between the Neimur, Wakool, and Mallan Rivers, and it is nearly on the direct line from Moulamein to Swan Hill; there is no direct route from Moulamein to Swan Hill; the obstacles that prevent us from going direct to Swan Hill we are not allowed to travel over the lands, and the gates are locked; other routes have been advocated from Moulamein to Swan Hill; I advocate the route from Coobool Island to Swan Hill as being the best for those located; I could not say if the proposed route is the best and driest, but I think it is as dry as any of the other routes; I have taken stock to Swan Hill; I got permission from Mr. Creswick, of Liewah Station, and the distance travelled was from 41 to 42 miles; I was informed that I would not get permission again; the route I advocate goes to the north of Yarrian Creek; I know that there is a lake about 10 miles from Swan Hill; the proposed road goes to the north of this lake, and here you cross a bridge belonging to Murray Downs Station; you cross Coobool Island in a punt belonging to Moser; the proposed road does not pass Connyuck Station; the Mallan can be crossed except in high flood time; it would be necessary to bridge the Yarrian, the Mallan, the Wakool, Pisson Creek, and the Marrian Five Creeks; the majority of the proposed road is very high country; the lowest country is between the Wakool and the Mallan, near the Connyuck Station.

Mr. Jameson: I live in the parish of Mallan, and to the nearest point of the Balranald stock route to Swan Hill 5 miles; when I have taken stock to Swan Hill I used this route; I have never been refused permission to travel stock on the route; I am advocating a route from Moulamein to Swan Hill with a view of taking stock to Melbourne; the distance is about 40 miles; there would be a considerable saving in the truckage of stock from Koondrook to Melbourne than from Swan Hill to Melbourne; I know that the majority of the people in Moulamein are in favour of the Koondrook route; I

see

see the township of Moulamein on tracing produced; the first creek you cross on the proposed road is Yarrian Creek; the Mallan and Neimur is crossed at the junction; this does not refer to the route to Connyuck; the next creek is Pieson Creek; I think that the route from Moulamein to Koondrook is sufficient for the Moulamein people.

By the Board: If we had a clear road from Coobool Island to Swan Hill it would meet our views; I believe that there were three routes surveyed from Swan Hill to Moulamein; I never heard of any division of opinion; the petitioners on Coobool Island would have to travel 60 miles to get on to the Koondrook route; what we principally want is a clear road from Coobool Island to Swan Hill, and to travel this road it would be sufficient if the Mallau, Wakool, and Merrin were bridged; this would enable the inhabitants south of Edwards' River to go to Swan Hill.

SAMUEL METCALFE.

Sworn, at the Court-house, Deniliquin, this 15th day of July, 1893, before us,—

FRED. TROLLOPE, Chairman.
G. TENNANT, CHARLES OPITZ, Members.

Richard Hindson on oath states:—I am a storekeeper residing at Moulamein, and am the secretary of the Progress Committee; I am representing the Progress Committee on behalf of the town of Moulamein; the selectors between Wakool and Moulamein would be included in the district of Moulamein; I am aware that there is a proposal to make a road from Moulamein to Swan Hill; there is no necessity for the road as far as Moulamein is concerned, because there is no traffic, and there is a better route to Koondrook from Melbourne to travel stock and get goods; the cost of trucking stock from Koondrook to Melbourne is 11s. 7d. per truck less than from Swan Hill to Melbourne, and in consequence of this, the people would not travel the road from Moulamein; when I signed the petition it was represented to me that the Coobool Island selectors wanted an outlet to Swan Hill, which is their nearest railway station, and also that it was not to interfere with the existing route from Moulamein to Koondrook; the route from Moulamein to Swan Hill is a mass of creeks and rivers, and the Wakool would take £6,000 to £8,000 to bridge alone, and the Wakool is as wide again in this locality as the Edwards is in Moulamein; I consider the Wakool, where the road will cross it, a better river than the Edwards; everyone of the residents of Moulamein are opposed to the proposed new road; the traffic would not justify the proposal being carried out; the proposed new road would cause a considerable amount of freehold lands to be resumed, and this would incur considerable expense to the Government; the remarks made by me would also apply to the extra cost of truckage goods; people from Oxley and Maude use the Koondrook route, and would use it more if there were more bridges on the route.

RICHARD HINDSON.

Sworn at the Court-house, at Deniliquin, this 15th day of July, 1893, before us,—

FRED. TROLLOPE, Chairman.
G. TENNANT, CHARLES OPITZ, Members.

Herman Moser, on oath, states:—I am one of the petitioners in this case; I was instrumental in getting up the petition, and I speak for the selectors in the neighbourhood of Wakool, located near Coobool Island; we have sufficient access to Moulamein at present; what we want is also access to Swan Hill, we are prohibited from travelling the road, the gates are locked on the road, and we are threatened with writs; the natural defects are crossing the Wakool and Merrian; we cross the Wakool at Coobool Island by punt, and the Mallan by boats; the punt at Wakool is sufficient at the present; we are not agitating for bridges, what we want is a road; we would travel north of Toomi Lake; we cross the Merrian by a bridge owned by Murray Downs Station; the creek is only uncrossable in times of heavy flood; the land from Swan Hill belongs all to the owners of Murray Downs, and if free access was provided over those lands it would be sufficient for us.

HERMAN MOSER.

Sworn at the Court-house, at Deniliquin, this 15th day of July, 1893, before us,—

FRED. TROLLOPE, Chairman.
G. TENNANT, CHARLES OPITZ, Members.

No. 26.

Mr. G. R. Coffee to The Under Secretary for Lands.

Sir,

Deniliquin, 20 July, 1893.

In respect to the inquiry by the Local Land Board at Deniliquin on the 15th instant, as to the necessity of a road from Moulamein to Swan Hill, I respectfully beg to advise you that had I known in time that such an inquiry was to have been held, I should have attended the Board, and proffered evidence against the proposal, for there is no necessity at all for this road, and they could not get any direct route that would not be intercepted by two rivers, viz., the Wakool and Neimur, and innumerable creeks.

I am sure that the existing route from Moulamein to Koondrook is the only one required at present, and that is urgently required.

I am a selector living on the Neimur River, parish of Boyd, county of Wakool.

I also beg to say that Mr. Alexander Bremner was in the same position as I, about not hearing of the inquiry, and he rode to Deniliquin to give evidence, but was a day too late.

Yours, &c.,

Witness—J. WATSON, J.P.

G. R. COFFEE.

This is an objection against the proposal to open a road between Moulamein and Swan Hill. The papers in connection with this case were sent to the Land Board at Hay, on 21st July, 1893. The report of the Board has not yet been received.—A. J. STOPPS, 3/8/93.

May be placed with paper when received.—F.H.W., 4/8/93. Yes.—W.H., 7/8/93.

No. 27.

Notice of Appeal to the Land Court from decision of Local Land Board.

New South Wales, to wit.

WHEREAS on the 15th day of July, 1893, a certain matter wherein the question of public necessity for opening and forming a road through certain freeholds and other holdings on a line from Moulamein to Swan Hill, came before the Local Land Board at Deniliquin, in New South Wales, for recommendation, We, Edmund Craigie Grant, and George Childe, parties to the proceedings. And whereas the said Board found and reported to the Minister for Lands that in view of the number of settlers living on the Wakool, in the neighbourhood of Coobool Island, that it is desirable to survey a road of access from Moulamein to Swan Hill, following the most practicable route, such road to be 3 chains wide where practicable.

Further,

Further, from the evidence given it appears unnecessary to bridge the proposed road at present. The road now proposed is not recommended in lieu of the Moulamein and Koondrook road, but as a road of access to serve the settlers between Moulamein and Swan Hill. And whereas I am aggrieved by such decision, and desire to appeal therefrom to the Land Court. These are, therefore, to give you notice that I appeal as aforesaid, and that I deposit the sum of £10 as security for the costs of such appeal. The grounds of such appeal are set out on the back hereof.

Signed this 10th day of August, 1893,—

The Chairman, Local Land Board, Hay. GRANT AND CHILDE.

Received the sum of £10 referred to above, Local Land Board Office, Hay, 14th August, 1893.—C.D. (for Chairman), 14/8/93.

GROUNDS OF APPEAL.

1. That the decision is against the evidence and the weight of evidence, and is not at all in accordance with the reference to the Board.

2. That the present traffic or business does not warrant the opening of a route from Moulamein to Swan Hill.

3. That the majority of the residents near Moulamein are opposed to the proposed route, and the people beyond Moulamein who travel *via* thence are also opposed to the proposal.

4. That only two of the petitioners were present to give evidence before the Board, and each of them on oath said that they and the petitioners would be satisfied with a route from Coobool Island to Swan Hill, and that they suffered no inconvenience or impediment otherwise.

5. That the proposed route is impracticable, owing to the number of rivers and creeks intercepting it.

6. That there is already open a road from Moulamein to Koondrook.

7. That it is less expensive to truck sheep from Koondrook to Melbourne than from Swan Hill to Melbourne by 11s. 7d. per truck.

8. That there is a proclaimed stock route from Moulamein to Koondrook, which is bridged to within 10 miles of the Murray, and is admitted in evidence to be sufficient for the Moulamein people.

9. That the petitioners are within 3 miles of the Balranald to Swan Hill stock route, a direct line of route.

10. That the petitioner, Moser, is interested in the matter, as having a punt to put into use to his own pecuniary advantage.

11. That the opening of the road would mean the resumption of a deal of freehold land, and an enormous expense for construction of bridge, earthworks, &c.

12. That the provisions of section 111 of Crown Lands Act of 1884 are sufficient to meet and provide for the requirements of the petitioners.

Receipt of £10 acknowledged to Grant and Childe, care of Australian Mortgage, Land and Finance Company (Limited), 2, Spring-street, Sydney, this day. No. of receipt, 974,821.—C.S.P., 14/5/93.

Subject appeal, dated 10th August, with deposit of £10, was received at this office to-day. Envelope attached shows that it was posted at Sydney on 11th, and received at Hay on Saturday, 12th instant (evening). The papers 93–4,094, L.B., were forwarded to Head Office on 12th instant, appeal not having been then received. The Under Secretary for Lands has been asked to forward the papers on to you.—C.D. (for Chairman, Local Land Board, Hay), 14/8/93. The Registrar, Land Appeal Court.

Cheque for £10 refunded to Grant and Childe, care of the Australian Mortgage, Land, and Finance Company (Limited), Spring-street, Sydney, this day.—C.S.P., 17/10/93.

No. 28.

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

Sir, Local Land Board Office, Hay, 14 August, 1893.

I have the honor to request that you will be good enough to forward to the Registrar, Land Appeal Court, papers 93–4,094, L.B., referring to the opening and forming of a road through certain freeholds and other holdings from Moulamein to Swan Hill, sent to you on 12th instant.

No appeal had up to that date been lodged against the recommendation of the Board at Deniliquin on 15th ultimo.

An appeal was, however, received at this office yesterday, and forwarded on to the Registrar, Land Appeal Court. Copy of appeal is attached hereto. I have, &c.,

FRED. TROLLOPE,
Chairman
(*Per* C.D.)

No. 29.

The Registrar, Land Appeal Court, to The Under Secretary for Lands.

Sir, Land Appeal Court of New South Wales, Sydney, 17 August, 1893.

I have the honor to request that you will be so good as to remit to this office, as early as practicable, papers L.B. 93–4,094, Hay, relating to the opening and forming of a road through certain freeholds and other holdings on a line from Moulamein to Swan Hill, forwarded to the Department of Lands by the Chairman of the Local Land Board at Hay, on the 12th instant.

The papers in question are required in connection with a Notice of Appeal received by me against finding of the Local Land Board. I have, &c.,

J. T. KEATING,
Registrar.

See report of to-day's date on papers No. 19, herewith.—A.J. STOPPS, 22/8/93.

No. 30.

No. 30.

Office Memorandum.

22 August, 1893.

Proposed Road from Moulamein to Swan Hill, a township in the Colony of Victoria.

THE report of the Land Board obtained by direction of the Minister (Roads 88-1[illegible]) is submitted.

Attention is invited to an appeal to the Land Court against the recommendation of the Board papers No. 16.

Application for opening of the road in question was first made by Mr. R. Barbour, M.P., in 1888, but on the adverse reports of Mr. Surveyor Wood and Mr. Surveyor Broughton, the application was not entertained. The reasons for refusal were the small demand for the road—the nature of the country to be traversed (black soil in many places, liable to inundation)—the necessity for erection of several costly bridges—and the fact that the road from Moulamein to Koondrook served the greater part of the expected traffic.

The case was revived this year on an application made by Mr. Chapman, Secretary of the Swan Hill Progress Committee, and endorsed by Mr. Chanter, M.P. The case was referred to the Local Land Board by Mr. Secretary Copeland, in order that the question of the necessity for the road might be considered.

While these proceedings were in progress independent inquiry was carried out by the Works Department, whose officers have reported that a direct road is quite impracticable between Moulamein and Swan Hill, but a road deviating northerly from the direct line can be secured to accommodate the traffic, on the direct line, which is shown by brown colour on Works tracing *b*. There are about twenty settlers resident, but there is no statement of the number the practicable line (shown by red colour) would accommodate. The latter line would traverse lands under lease chiefly, but within the parish of Neimur, some alienated portiont would be severed.

The length of the whole line would be 43 miles, and if the road came into permanent use eventually four bridges would be necessary,—(1) across the Yarran Creek; (2) across a flood channel, or Ana branch of the Wakool River; (3) over the Wakool River itself; and (4) over the Merran Creek;—the cost of these bridges being estimated at £3,220. It is, however, stated by Mr. Engineer Searr, and by one person who tendered evidence before the Board, and also by the Board itself, that those bridges were not at present necessary.

The Land Board's report is in favour of the opening of a road between Moulamein and Swan Hill as a way of access for settlers between the two places, and chiefly for the benefit of those resident in the neighbourhood of Coobool Island.

The grounds of appeal against the recommendation of the Board are set forth at length on the second page of the enclosed notice (Paper No. 16). As in this case the reference to the Board was merely for the purpose of obtaining information to allow the Minister to determine whether to open the road or not, and as the reference was not demanded by law, it is questionable whether the case should be remitted to the Land Court to determine the appeal, unless it is held that every report by a Land Board is, necessarily, subject to appeal.

A. J. STOPPS.

The appeal must be dealt with in the first instance. Send papers to the Registrar of Land Court. —F.H.W. (for Under Secretary), 29/8/93. The Registrar of the Land Court.

No. 31.

The Registrar, Land Appeal Court, to R. Barbour, Esq., M.P.

Notice of Case coming on before the Land Appeal Court.

In the Land Appeal Court of New South Wales.

In the matter of proposed Road from Moulamein to Swan Hill.

THE above-mentioned matter having come under the cognizance of the Land Appeal Court upon the appeal by Messrs. Grant and Childe against finding of Board in respect of said proposed road, made in respect thereof upon the 14th day of August, 1893, you are hereby notified that, at the sittings of the Land Appeal Court, to be holden at Sydney, on the 3rd day of October next and following days, the said matter will be brought before the Court for hearing or otherwise, as may be ordered in that behalf.

Signed this 5th day of September, 1893,—

J. T. KEATING,
Registrar.

Statement of Service or attempts made to effect Service.

Served a copy of the within notice personally, this 11th day of September instant, 1893.

THOS. ROSS,
Senior Constable.

I, Thos. Ross, do hereby solemnly declare and affirm that the above statement is true; and I make this solemn declaration as to the matters aforesaid according to the law in this behalf made, and subject to punishment by law provided for any wilfully false statement in any such declaration.

THOS. ROSS.

Made before me at Sydney, this 11th day of September, 1893,—

C. A. H. REDGRAVE, J.P.

No. 32.

The Registrar, Land Appeal Court, to Messrs. Grant and Childe.

Notice of Case coming on before the Land Appeal Court.

In the Land Appeal Court of New South Wales.

In the matter of proposed Road from Moulamein to Swan Hill.

THE above-mentioned matter having come under the cognizance of the Land Appeal Court upon the appeal by Messrs. Grant and Childe against finding of Board in respect of said proposed road, made in respect thereof upon the 14th day of August, 1893, you are hereby notified that, at the sittings of the Land Appeal Court, to be holden at Sydney on the 3rd day of October next and following days, the said matter will be brought before the Court for hearing or otherwise, as may be ordered in that behalf.

Signed this 5th day of September, 1893,—

J. F. KEATING,
Registrar.

Statement of Service or attempts made to effect Service.

New South Wales, Sydney, to wit.

Constable Henry Wilson, on oath, saith that he, this deponent, did the within-named Messrs. Grant and Childe serve with a true copy of this summons by leaving it with the Manager of the Australian Mortgage, Land, and Finance Company (Limited), Sydney, on the 7th day of September, 1893.

HENRY WILSON.

I, Henry Wilson, do hereby solemnly declare and affirm that the above statement is true; and I make this solemn declaration as to the matters aforesaid according to the law in this behalf made, and subject to punishment by law provided for any wilfully false statement in any such declaration.

HENRY WILSON.

Made before me at Sydney, this 8th day of September, 1893,—

C. N., PAYTEN, J.P.

No. 33.

J. M. Chanter, Esq., M.P., to the Chairman Local Land Board, Hay.

Dear Sir, Moama, 18 September, 1893.

Some of my constituents between Moulamein and Swan Hill inform me that at your last sitting at Deniliquin their application for a direct road to Swan Hill was inquired into by your Court, who decided in their favour, that an appeal against your decision is to be determined by the Land Court, at Sydney, and ask me, as one of their representatives, to assist them in the matter. Can you kindly favour me with a copy of the depositions, or supply me with such other information as will enable me to do so; also, when case is set down for hearing in Sydney.

Kindly address your reply to Parliament House, Sydney, and oblige.

Yours, &c.,
J. M. CHANTER.

Inform writer that papers 93-4,094, L.B., were forwarded to Head Office, on 12th August, 1893, and that applications for copies depositions should be made to the Under Secretary for Lands.—C.D., 19/9/93. Mr. P.

Writer informed.—C.S.P., 19/9/93. Forwarded to the Under Secretary for Lands in connection with papers 93-4,094, L.B., to Head Office, 12/8/93.—C.D. (for Chairmain, Local Land Board, Hay), B.C., 19/9/93.

It is recommended that this letter be forwarded to the Registrar of the Land Court and the writer informed. The whole of the previous papers in the case were sent to the Registrar on 29th August, 1893 (Roads 88-$\frac{193}{1019}$) in connection with the appeal against the finding of the Land Board.—A. J. STOPPS, 27/9/73.

Yes.—F.H.W. (*pro* Under Secretary), 29/9/93. J. M. Chanter, M.P., informed.—H.L.T., 30/9/93. The Registrar of the Land Court.—A. J. STOPPS (for the Under Secretary), 3/10/93.

No. 34.

Office Memorandum.

Land Appeal Court, Sydney, 3rd October, 1893; 2,854, Grant and Childe.

APPEAL against the Board's report that a road from Moulamein to Swan Hill should be opened.

26 September, 1893.

As Mr. Stopps says—"As the reference was made merely for the purpose of obtaining information to allow the Minister to determine whether to open the road or not, and as the reference was not demanded by law, it is questionable whether the case should be remitted to the Land Court to determine the appeal."

There being an appeal, the Land Appeal Court must take cognizance of it, even if it merely has to admit its want of jurisdiction.

It will be sufficient for counsel, to point out that the proceedings will, in no way, bind the Minister.

W.H.

Approved.—H.C., 27/9/93. Crown Solicitor, with *précis*, and Registrar of Land Appeal Court informed, 28/9/93.

No. 35.

No. 35.

The Under Secretary for Lands to J. M. Chanter, Esq., M.P.

Sir, Department of Lands, Sydney, 30 September, 1893.

With reference to your letter of the 18th instant, respecting a road from Moulamein to Swan Hill, I have the honor to inform you that the previous papers in the case were, on the 29th ultimo, forwarded to the Registrar of the Land Court in connection with the appeal against the finding of the Local Land Board, and that your letter under reply has also been sent to that officer.

I have, &c.,
WM. HOUSTON,
Under Secretary
(*Per* F.H.W.)

No. 36.

The Registrar, Land Appeal Court, to The Under Secretary for Lands.

Registration No. of Papers:—
93-4,642, Land Board, Hay.
Notice of intention to hold Court Gazetted:—
10 September, 1893.
Notice issued to undermentioned parties, and date of issue:—
Grant and Childe;
A.M.L.&F.Coy.; 5 Sept., 1893
Service effected 7 Sept., 1893.

In the Land Appeal Court of New South Wales.

APPEAL to be heard at Sitting to be held at Sydney, commencing on the 3rd day of October, 1893.

Appeal by Messrs. Grant and Childe.

Nature of appeal: Against finding of Board in respect of proposed road from Moulamein to Swan Hill, Land District of Deniliquin.

Names and addresses of any other parties interested: Messrs. Grant and Childe, care of A.M.L.&F. Coy., Sydney.

R. Barbour, M.P., Sydney.

Now forwarded to the Minister for Lands, the case having been brought before the Land Appeal Court, sitting as above, on the 4th day of October, 1893.

A copy of the order of the Court will be found on third page hereof.

11 October, 1893. J. T. KEATING, Registrar.

[Land Court No., 2,854.] *Copy of Order of Court.*

THE Court finds and reports to the Honorable the Minister for Lands that in view of the number of settlers living on the Wakool in the neighbourhood of Coobool Island, that it is desirable to survey a road of access from Coobool Island to a point on the Murray River opposite Swan Hill, following the most practical route—such road to be 3 chains wide where practicable.

Further, it appears from the evidence given to be unnecessary to bridge the proposed road at present.

Appeal sustained to the extent of the variation of the Board's finding.

Deposit to be refunded.

No. 37.

The Registrar, Land Appeal Court, to The Chairman, Local Land Board, Hay.

Sir, Office of Land Appeal Court, Darlinghurst, 11 October, 1893.

Appeal by Messrs. Grant and Childe against finding of Board in respect of proposed road from Moulamein to Swan Hill, Land District of Deniliquin.

I have the honor to inform you that the matter of the appeal, as per margin, was brought before the Land Appeal Court of New South Wales, sitting at Sydney, on the 4th instant, when the following order was made:—

The Court finds and reports to the Honorable the Minister for Lands that in view of the number of settlers living on the Wakool in the neighbourhood of Coobool Island, that it is desirable to survey a road of access from Coobool Island to a point on the Murray River opposite Swan Island, following the most practicable route—such road to be 3 chains wide where practicable. Further, it appears from evidence given to be unnecessary to bridge the proposed road at present.

Appeal sustained to the extent of the variation of the Board's finding.

Deposit to be refunded.

I have, &c.,
J. T. KEATING,
Registrar.

Prepare cheque for refund of appeal deposit.—C.D., 13/10/93. Mr. P.

Cheque £10 refunded to Grant and Childe, care of Australian Mortgage, Land, and Finance Company (Limited), 2, Spring-street, Sydney, and Under Secretary for Lands requested to note same on notice of appeal this day.—C.S.P., 17/10/93.

Cheque signed.—F.T., 17/10/93. No. 93.—C.D., 19/10/93.

No. 38.

Office Memorandum.

Proposed road from Moulamein (New South Wales) to Swan Hill, in the Colony of Victoria.

11 October, 1893.

THE facts prior to the papers being sent to the Appeal Court are given on No. 19.

The case is summarised below.

Application was made for a road to be opened between Moulamein and Swan Hill, a settlement on the Victorian side of the Murray. This application in 1889 was refused by the Department.

Early in the present year application was revived, and the Honorable the Minister for Lands directed that the question of whether the road asked for is necessary be referred to the Local Land Board.

Reference to the Land Board was accordingly made, and the Board reported in favour of opening the road (*see* paper No. 17).

An appeal against the Board's recommendation was made and has been dealt with by the Appeal Court.

The Court partly sustains the appeal, as it does not support the Board's recommendation that a road be opened from Swan Hill to Moulamein, but finds that it would be advisable to survey a road 3 chains wide from Swan Hill to Coobool Island, a place about midway on the proposed route between Swan Hill and Moulamein, and that it appears to be unnecessary to bridge the proposed route at present.

A. J. STOPPS.

Submitted.—F.H.W., 14/10/93.

If

If there is no estimate with these papers it would be as well to obtain from the District Surveyor a statement (approximate) as to cost of the land resumptions, fencing, &c., which would be necessary (1) in order to open the road from Moulamein to Coobool; (2) from Moulamein to Swan Hill.—W.H., 20/10/93.

Forwarded to the District Surveyor at Hay in order that the information desired by the Under Secretary may be supplied.—A. J. Stopps (for Chief Surveyor), 27/10/93.

The District Surveyor at Hay, No. 33. To prevent any misconception on the question of route from Coobool Island to Swan Hill, I would point out in respect to paragraph 2 of memo. registered L.B. 93-6,187 enclosure, that the decision of the Land Court will involve consideration of what route from Coobool Island to Swan Hill shall be adopted. The track used by the residents of Coobool Island and advocated by them, and referred to in Moser's and Metcalfe's evidence (which evidence must have guided the Land Court in its recommendation that it appeared unnecessary to bridge the road at present), is that marked *a*, *b*, *c*, *d*, *e*, *f*, on tracing B. I estimate the cost of resumption for the road *a* to *f* at about £415 reduced to about £150 if unnecessary roads are partly given in lieu. The track across the island *f g* is not taken into consideration as it crosses land held by the Moser family under conditional purchase, and it is thought they will readily agree to accept unnecessary roads as compensation. If residents of Coobool Island were satisfied to accept the route from the island to Swan Hill, as shown in red (and they evidently do not desire this), the island will require to be connected by a road through portions 14 and 18, parish of Mallan. I estimate the cost of resumption by the latter route (from Coobool Island to Swan Hill) at £179, and apparently no unnecessary roads can be given in lieu. The cost of resumption of the road in its entirety, as shown in red, inclusive of the connection to Coobool Island I estimate at £484 reduced to about £334 by giving unnecessary roads as part compensation. These estimates are for the cost of resuming land only, and I do not estimate that there will be any expense incurred for fencing, as the existing fences are enclosures to paddocks and the conditions of occupation do not necessitate the fencing off of the road from the rest of the various holdings intercepted.—J. L. Tritton, District Surveyor, 10/11/93. The Under Secretary for Lands, No. 93-617.

No. 39.

Office Memorandum.

Proposed road from Moulamein, New South Wales, to Swan Hill, in the Colony of Victoria.

16 November, 1893.

In reply to the inquiry of the Under Secretary on papers 88$\frac{1}{8}\frac{8}{9}\frac{2}{3}$, the District Surveyor supplies the following information with respect to the cost of resumption of land for proposed roads, &c.

The cost of resumption of road following dotted brown line, shown by letters *a*, *b*, *c*, *d*, *e*, *f*, on tracing B, between Coobool Island and Swan Hill, is estimated at about £415, which amount might be reduced to about £150, if unnecessary roads are utilised as part compensation. This road is apparently that advocated by the Coobool Island residents. The track across Coobool Island, *f*, *g*, on tracing B, has not been taken into consideration in the above estimate, as it would cross land held by the Moser family under conditional purchase, and the District Surveyor is of opinion that they would accept unnecessary roads in compensation for land to be resumed.

The cost of resumption of road following the line shown in red colour, which is that approved by the officers of the Public Works Department would be £179 between Coobool Island and Swan Hill, and on this line apparently no unnecessary roads are available for grant in lieu of land to be resumed. A connection from this road to Coobool Island would require to be surveyed through portions 14 and 18, parish of Mallan.

The cost of resumption of the whole road from Moulamein to Swan Hill by the route shown by red line, and inclusive of the connection to Coobool Island would be £484, which might be reduced to £334 by utilising unnecessary roads as part compensation.

No estimate of cost of fencing is furnished, as the District Surveyor is of opinion that the conditions of occupation will not necessitate fencing.

It is pointed out that in the Land Board's finding no particular line of road is specified and referred to in the recommendation, and on the determination of the Land Court on appeal there is also no definite line of road recommended.

A. J. STOPPS.

It would appear that the evidence is not very conclusive as to the necessity for the proposed road between Coobool Island and Swan Hill (Victoria), and neither the Land Board nor the Land Court attempt to indicate a route. It is clear, however, that whatever route might be adopted must eventually lead to large expenditure in bridges and construction from the nature of the country to be traversed. In all the circumstances, and viewing the condition of the public finances, it is very doubtful whether the matter should be further proceeded with.—W.H., 23/11/93.

It seems to me that the road is a necessary one, and may, therefore, be carried out, but, of course, exchanging unnecessary roads where practicable, so as to reduce cost as much as possible.—H.C., 11/12/93.

No. 40.

Mr. H. Moser to The Secretary for Lands.

Sir,

Coobool Estate, Moulamein, 27 November, 1893.

The former petitioners for the road from Moulamein to Swan Hill have requested me to most respectfully draw your attention to the urgent need of the above road being surveyed as speedily as possible, if only to bring the neighbourhood within reach of medical assistance.

Among many cases which have unfortunately occurred here lately is that of O'Connor, badly breaking his leg, if road had been surveyed medical aid could have been procured within 18 miles; as it is, he had to be carted a distance of 42 miles, and then only by the kind permission of Mr. Creswick, of Leiwah.

Trusting you will see the great necessity of a speedy survey.

I have, &c.,

H. MOSER.

This is an application for opening road from Moulamein to Swan Hill. This case was the subject of an inquiry by the Land Board and of appeal to the Land Court, which latter tribunal determined that it was not advisable to open a road between Moulamein and Coobool Island, but reported in favour of a road between Coobool Island and Swan Hill. The papers in the case were sent to the Under Secretary on 18th ultimo. The writer might be informed of any action that may be taken.—A. J. Stopps, 11/12/93. Yes.—F.H.W. (*pro* Under Secretary), 13/12/93. H. Moser informed.—H.L.T., 18/12/93.

No. 41.

The Under Secretary for Lands to Mr. H. Moser.

Sir, Department of Lands, Sydney, 18 December, 1893.

With reference to your letter of the 27th ultimo, respecting the proposed road from Moulamein to Swan Hill, I have the honor to inform you that the Secretary for Lands has sanctioned the carrying out of the road in question, exchanging unnecessary roads where practicable.

I have, &c.,
WM. HOUSTON,
Under Secretary
(*Per* F.H.W.)

No. 42.

The Secretary, Stony Crossing Progress Committee and Federation League, to The Secretary for Lands.

Sir, Stony Crossing, *via* Swan Hill, 22 January, 1894.

I am directed by the Stony Crossing Progress Committee and Federation League to forward the following resolution passed at a meeting held at that place on Saturday, 20th instant:—"That the secretary be instructed to write to the Minister for Lands, urging upon him the necessity of an immediate survey of the road recently granted between Moulamein and Swan Hill."

The road referred to is of the utmost importance to many of the selectors in the locality, who are otherwise hemmed in by rivers and creeks.

I am, &c.,
GEORGE SQUIRES,
Secretary, Stony Crossing Progress Committee and Federation League.

Per favour,—Messrs. Chanter and Barbour, M's.L.A., Sydney.

The papers in this case were sent to the Under Secretary on 5th February, 1894, with a view to obtaining a direction as to the line of road to be surveyed—the decisions of the Land Board and Land Court not specifying the particular route to be adopted. Messrs. Barbour and Chanter, M's.P., might be informed of any further action taken.—A. J. Stopps, 17/2/94.

Yes.—F.H.W. (for Under Secretary). Messrs. Barbour and Chanter informed, 8/3/94.

No. 43.

Office Memorandum.

Road between Coobool Island (New South Wales) and Swan Hill (Victoria), being part only of proposed road from Moulamein to Swan Hill.

2 February, 1894.

In memo. of 16th November, 1893, it is pointed out that no definite line of road has been recommended, and in Ministerial decision of 11/12/93, that a road from Coobool Island to Swan Hill (Colony of Victoria) may be opened. No direction was given as to the route to be adopted. Two routes have been indicated on the tracing, one which is used by residents of Coobool Island and advocated by them is shown by brown dotted line *a* to *f*, it would cost £415 to resume land for this line, but the cost might be reduced to £150 if unnecessary roads could be granted in lieu.

The other route is shown by a firm red line, it has been selected by Works officers, but is not advocated by the residents of Coobool Island, the resumptions have been estimated to cost about £179, and there are apparently no lands to grant in lieu.

It is submitted which route is to be surveyed.

A. J. STOPPS.

Submitted.—W.H., 5/2/94. The road asked for by the residents and marked by brown dotted line *a to f* may be carried out.—H.C., 16/2/94. Forwarded to the District Surveyor at Hay who is requested to cause survey to be made as directed by the Minister.—E. Twynam, Chief Surveyor, 28/2/94. No. 9. The District Surveyor at Hay, 5th March.

No. 44.

The Under Secretary for Lands to Messrs. Barbour and Chanter, M's.P.

Gentlemen, Department of Lands, Sydney, 8 March, 1894.

With reference to the communication presented by you from the secretary of the Stony Creek Progress Committee and Federation League, respecting the necessity for an early survey of the road recently granted, between Moulamein and Swan Hill, I have the honor to inform you that the Secretary for Lands has authorised survey of the road asked for by the residents, approximately following the track in use from Coobool Island to Swan Hill.

I have, &c.,
WM. HOUSTON,
Under Secretary
(*Per* F.H.W.)

No. 45.

J. M. Chanter, Esq., M.P., to The Secretary for Lands.

Sir, Sydney, 1 June, 1894.

Referring to the enclosed letter from Mr. Moser, will you kindly note its contents, and instruct the surveyor to so arrange the survey as to avoid the difficulties pointed out.

Yours, &c.,
J. M. CHANTER, M.P.

The

The plan of survey of the road in question has not yet been received in this office. It is recommended that Mr. J. M. Chanter, M.P., be so informed, and that these letters will be forwarded to the surveyor for report.—A. J. Stopps, 11/6/94.

Yes.—F.H.W. (for the Under Secretary), 13/6/94. J. M. Chanter. Informed.—H.L.T., 21/6/94. Forwarded to the District Surveyor at Hay, for report in connection with instruction No. 9 of 5/3/94.—A. J. Stopps (for Chief Surveyor), 26/6/94. The District Surveyor at Hay. District Survey Office—Instruction No. 94–14. To Mr. Somerville for report in connection with instructions.—J. P. Garvin (for District Surveyor), 30/6/94. Reported on by letter No. 94–26.—Rich. N. Somerville, 30/6/94.

[*Enclosure.*]

Dear Sir, Coobool Estate, Moulamein, 21 May, 1894.

The road from Coobool Island to Swan Hill is now surveyed, and part of it as surveyed is of no use to us owing to the Coobool end of it being surveyed over a flooded part of the Wakool where it will be sometimes impossible to get, also impossible ever to erect a bridge, another mistake being taking the road across Coobool Creek, which could easily be avoided; also this survey unnecessarily lengthens the road by 3 miles. The road as now surveyed is to the petitioners useless as they cannot get on to it, besides necessitating an extra bridge.

If the Department will consult the present surveyor, he will bear out my statements.

On behalf of former petitioners and myself, I would most respectfully ask you to see the head of the Department and lay the matter before him.

Yours, &c.,
H. MOSER.

Mr. Chanter.

No. 46.

The Under Secretary for Lands to J. M. Chanter, Esq., M.P.

Sir, Department of Lands, Sydney, 21 June, 1894.

With reference to your letter of the 1st instant, enclosing a communication from Mr. H. Moser, Coobool Estate, Moulamein, respecting a proposed road from Coobool Island to Swan Hill, I have the honor to inform you that the plan of survey of the road in question has not yet been received in this office.

I am to add that the letters under reply will be forwarded to the surveyor for report.

I have, &c.,
WM. HOUSTON,
Under Secretary
(*Per* F.H.W.)

No. 47.

Mr. Surveyor Somerville to The District Surveyor, Hay.

Sir, Balranald, 23 June, 1894.

In accordance with your instructions No. 94–9, 14th April, paper L.B. 94–1,443, I have the honor to transmit herewith the plan of a 3-chain road, starting on the east side of travelling stock reserve 1,590, at 7 miles from the Murray River at Swan Hill, and traversing Murray Downs Pastoral Holding in a north-easterly direction to Coobool Island, parishes Currpool, Merran, and Coobool, county of Wakool.

Time occupied in survey, 10·5 days in the field and 6·2 days in the office, at a cost of £53 15s., exclusive of two days in the field, at a cost of £6 10s., inspecting the neighbouring roads of design left amongst the alienated portions.

Length of road, 13 miles 2,328 links.

Date of completion of survey, 3rd May, 1894.

From the point of commencement (numbered broad-arrow over 7 over M) to 35 chains past the 11-mile post the road passes over good, average, red soil, inclined to be sandy in some places near Lake Tooim; thence to the Merran Creek, 37 chains, it is over a heavy, dark-grey soil; thence to within 20 chains of the 16-mile tree (a distance of 3 miles 70 chains) the soil is again red; from this to the end the soil is a dark grey, all more or less liable to become very heavy after rain.

The design on litho. marked "A." has been diverged from in the neighbourhood of the Murray Downs woolshed, because the designed route passes between the woolshed and Men's Huts.

On completion of survey, Mr. Moser, junior, a resident on Coobool Island, pointed out the route marked by me ..... on litho. "A," and I mention it because this route may be pressed for, and because, unless there be reasons that I do not know of for adopting the designed route, it appears to me to be the better of the two—(1st) because there are three culverts less; (2nd) because there are 100 chains more red ground, with equally good average box country; (3rd) it is shorter; (4th) it avoids any interference with sheep bridge; (5th) it gives better access to special area portions 1, 2, 64, 65, 66.

The site for crossing the Wakool River has, I presume, been determined on. This I also mention because from conversation with Mr. Resident-Engineer Mullen there appears to be some doubt on the matter.

The improvements on the road are the property of the Murray Downs Station and consist of—

	£	s.	d.
(*a*) Cutting on portions 72–76, and the road separating these portions, valued at 6d. per yard ...	42	10	0
(*b*) Culvert on portion 78; value, nil.			
(*c*) 6-wire fence crossing traverse line No. 7, and gate ...	2	10	0
(*d*) Part of yards in portion 78 ...	0	10	0
(*e*) Clearing in portions 78, 77, 47, about 9 acres, at 12s. ...	5	8	0
(*f*) 5-wire fence crossing traverse line No. 15 ...	1	0	0
(*g*) Ringing in portion 43, 11 acres, at 1s. ...	0	11	0
(*h*) Bridge over Merran Creek, with approaches and wings ...	75	0	0
(*j*) 5-wire fence crossing, traverse line No. 29 and gate ...	1	15	0
(*k*) Ringing on portions 39 and 25, 24 acres, at 1s. ...	1	4	0
(*l*) 5-wire fence crossing traverse line No. 39, and gate ...	3	0	0
(*m*) Ringing on portions 26, 27, 7, 8, 54, 50 acres, at 1s. ...	2	10	0
	£135	18	0

Improvement

Improvement *h* is an old structure and scarcely safe under a 1-ton load. A new bridge there will be necessary, the creek not being fordable. Compensation for this improvement could be struck out were the erection of a new bridge guaranteed, because the station use this bridge a great deal and a new one would benefit them.

The land it is proposed to resume is used for pastoral purposes.

I value the land at 30s. per acre for red soil country, and 25s. per acre for box country, exclusive of improvements.

The proposed road contains about 292½ acres (171·4 acres red soil, and 121·1 acres box country) of alienated land, valued at £408 9s. 6d., and 30½ acres Crown lands.

Damage by severance can be amply compensated for by the Crown surrendering access roads. The roads that may be thus surrendered are coloured blue on accompanying tracing. The roads I think it desirable to retain I have coloured brown. Of these—

Road AB is required by settlers on the other side of the Wakool. Closing it has already been objected to.

Road CB DE is required to give access on to proposed 3-chain road, and to be used in conjunction with road GHK, as a road parallel to the Wakool River. These two roads will eventually probably be deviated to join the proposed 3-chain road, where it crosses Coobool Creek.

Road EF is required till the Wakool is bridged and its closing even then may be objected to by settlers on the other side of the Wakool.

Roads QRS, QRT give access from special area portions 1, 2, 64, 65, 66, to proposed 3-chain road. The branch RT is partly on a steep sidling and unsuitable for wheel traffic. RS is very low in places; I think it is impassable in wet seasons. The owners of these special areas will, in time, probably apply for a better outlet, such as a road south-easterly, from the south-east corner of portion 66. Till that is obtained I think it desirable to retain both RS and RT.

Road CL is required, pending alienation of water reserve 293A.

Road LM connects two reserves, and if extended westerly to the travelling stock reserve would give a good outlet in that direction.

Roads LN, NO increase the size of water reserve 294, which may be much used for camping on.

Road P gives access to Lake Tooim.

Roads XJJ are only required pending alienation of portion 67. They could, if necessary be combined into one road.

Road JV gives access to water reserve 258A.

Road UV will, I believe, be found useful for part of another road to Swan Hill. UV is much better soil for a road than along the south boundaries of portions 14 and 16.

Road Z I look upon as of doubtful future utility, because of Merran's Creek at the one end and the creek into Lake Tooim at the other. Perhaps it would be better to retain it pending alienation of water reserve 258A and portions 42–38.

Road Z′ I am also doubtful about; I do not sufficiently know its utility or otherwise to residents on the other side of the Wakool.

Inquiries led me to think it may be alienated.

By scaling the accompanying tracing, the roads coloured blue contain about 246·4 acres, which I value at £333 14s., that is 102·8 acres at 30s.; 143·6 acres at 25s.

I have, &c.,

RICHD. N. SOMERVILLE,
Surveyor.

P.S.—The route indicated by me ..... on accompanying litho. A is only intended to be approximate. If sent on for survey this should be noted to the measuring surveyor, who might also be instructed whether to choose a crossing over Coobool Creek to suit a high-level bridge or to suit a culvert. I fancy the Roads Department would prefer the latter.—RICHD. N. SOMERVILLE.

[*Enclosures.*]

MEMORANDUM OF INSTRUCTIONS.

District Surveyor's Office, Hay, 14 April, 1894.

MR. SURVEYOR SOMERVILLE is requested, at his early convenience, to measure in accordance with the regulations prescribed as for Roads under Act 4 William IV. No. 11, a road 3 chains wide marked by brown band on litho. attached (marked "A") being a road from Coobool Island towards Swan Hill.

The plan should be drawn to the scale of 20 chains to an inch.

It has been roughly estimated that the cost of resumption of land for road (which passes entirely over freeholds, except the intermediate access roads and Reserve 294) will amount to £415 or £150 if unnecessary roads are given in lieu. The blue bands on the lithograph represent roads left in the subdivision of Crown lands, the major portion of which it is thought may be dispensed with.

Mr. Somerville is requested to indicate what roads are, in his opinion, rendered unnecessary, and also to report on the value of the land resumed, having regard also to the decision of the Land Appeal Court as reported in volume 3 Part VII, folio 325. This will facilitate future action before the Land Board when the land is appraised.

Tracings of some of the measurements affected are attached, and these should be returned to this office when necessary information has been extracted.

Tracing of the remaining measurements will be forwarded hereafter.

The usual references as regards mileage should be made, and as a basis the terminal point "A" of the survey should be treated as being 7 miles from Swan Hill.

W. G. WALKER,
Acting District Surveyor.

Decision in vol. 3, vii, f. 325. "The measure of value of land resumed for road purposes under section 42 of Crown Land Act of 1889, is the difference between the value to the owner of the land affected by the resumption before resumption, and that value after resumption."

Dealt with by survey under letter 94-21, 23rd June.

RICHD. N. SOMERVILLE,
Surveyor.

23 June, 1894.

Road from Coobool Island towards Swan Hill.—Memorandum, showing the names of the owners or reputed owners of the enclosed lands through which the above-mentioned road passes; the length of new fencing required to be erected within each enclosure, and the cost thereof. Also, the length of the existing fences which will require removal, and the cost of their re-erection.

Name of owner or reputed owner—Messrs. Campbell and Fulton; Name of occupier—D. Johnson, manager for Campbell and Fulton; Length of fencing required, old (to be renewed and re-erected)—94 links; Total cost, 10s.

Transmitted with my letter No. 94-21, 23 June.

RICHD. N. SOMERVILLE,
Surveyor.

Book of Reference of Road from Swan Hill to Coobool Island, parishes of Currpool, Merran, and Coobool, county of Wakool, to be opened as a parish road, under the Act of Council, 4 William IV No. 11.

No.	Portion of Road.	Reputed Owner.	Occupier.	Character of Land.	Bearings.	Length in chains.	Enclosures.	Character and state of preservation of fencing.	Cultivation.	Breadth of Road.	Area.	Remarks.
											a. r. p.	
1	From the western boundary of S. H. Officer's 630 acres to the northern boundary of the same portion.	Campbell and Felton	D. Johnson, manager for Campbell and Felton.	Open country; red chocolate soil.	N. 33° 1′ E.	26·6	Nil	Nil	Nil	3 chains	8 3 25	
2	From the last-mentioned boundary to the southern boundary of S. H. Officer's 523 acres.	The Crown	Do do	do do	N. 33° 1′ E.	1·2	"	"	"	3 "	0 1 17	Forms part of an existing boundary road.
3	From the last-mentioned boundary to the northern boundary of same portion of 523 acres.	Campbell and Felton	Do do	Lightly timbered; red sandy loam.	N. 33° 1′ E.; N. 49° 45′ E.; N. 22° 21′ E.; N. 16° 46′ E.	95·5	"	"	"	3 "	28 2 34	Includes part of a cutting owned by Campbell and Felton.
4	From the last-mentioned boundary to the south boundary of S. H. Officer's 104 acres.	The Crown	Do do	do do	N. 16° 46′ E.	1	"	"	"	3 "	0 1 10	Forms part of an existing boundary road.
5	From the last-mentioned boundary to the north and east boundaries of S. H. Officer's 200 acres.	Campbell and Felton	Do do	Red sandy loam, lightly timbered, and partially cleared	North-easterly	142¼	One being part of sheep-yards.	Old six-wire and five-wire & brush fences in good repair	"	3 "	42 2 32	
6	From the last-mentioned boundaries to the south and west boundary of S. H. Officer's 207 acres.	The Crown	Do do	Red chocolate soil, lightly timbered in places.	N. 66° 9′ E.; N. 76° 30′ E.; N. 53° 48′ E.	90¾	Nil	Nil	"	Varying, mostly 3 chains.	26 3 33	Forms part of an existing boundary road and part of water reserve.
7	From the last-mentioned boundary to the left bank of Merran Creek.	Campbell and Felton	Do do	Black soil, thickly timbered with rung box.	Easterly	35·3	"	"	"	Variable, about 3 chains.	11 1 25	
8	From the left bank of Merran Creek to the right bank of the same creek.	The Crown	Unoccupied	Full of water at present.	S. 32° 48′ E.	2½	"	"	"	3 chains	0 3 0	
9	From the right bank of Merran Creek to the east boundary of S. H. Officer's 236 acres.	Campbell and Felton	D. Johnson, manager for Campbell and Felton.	Open red soil plain	S. 32° 48′ E.; S. 74° 13′ E.	44·7	"	"	"	3 "	13 3 29	
10	From the last-mentioned boundary to the west boundary of C. M. Officer's 384 acres.	The Crown	Do do	do do	S. 83° 24′ E.	1	"	"	"	3 "	0 1 8	Forms part of an existing boundary road.
11	From the last-mentioned boundary to the east boundary of the same portion of 384 acres.	Campbell and Felton	Do do	Red chocolate soil; lightly timbered in places.	S. 83° 24′ E; N. 66° 40′ E.	84·1	"	Old 5-wire fence, fair repair.	"	3 "	25 2 0	
12	From the last-mentioned boundary to the west boundary of C. M. Officer's 344 acres.	The Crown	Do do	Open country; red chocolate soil.	N. 66° 40′ E.	1·1	"	Nil	"	3 "	0 1 12	" " "
13	From the last-mentioned boundary to the north boundary of C. M. Officer's 216½ acres.	Campbell and Felton	Do do	Red sandy loam; lightly timbered in places.	N. 55° 18′ E.; N. 11° 43′ E.	66·6	"	"	"	3 "	50 1 35	
14	From the last-mentioned boundary to the south boundary of C. M. Officer's 422½ acres.	The Crown	Do do	Red chocolate soil; open country.	N. 33° 56′ E.	1·2	"	"	"	3 "	0 1 17	" " "
15	From the last-mentioned boundary to the north boundary of Campbell and Felton's 640 acres.	Campbell and Felton	Do do	Red chocolate soil; black soil, thickly timbered with rung box.	N. 33° 56′ E.; N. 21° 54′ E.	90·9	"	"	"	3 "	27 1 2	
16	From the last-mentioned boundary to the west and south boundaries of C. M. Officer's 560½ acres.	The Crown	Do do	Black soil; thickly timbered with box.	N. 21° 54′ E.; N. 18° 35′ E.	4¼	"	"	"	Varying up to 3 chains.	0 1 35	" " "
17	From the last-mentioned boundaries to the north boundary of C. M. Officer's 413½ acres.	Campbell and Felton	Do do	Dark grey soil; thickly timbered with rung box.	Northerly, easterly, then northerly.	160·7	"	5-wire fence, good repair.	"	3 chains	48 3 30	
18	From the last-mentioned boundary to the south boundary of C. M. Officer's 300 acres.	The Crown	Do do	Do do	N. 25° 24′ E.	1·1	"	Nil	"	3 "	0 1 12	" "
19	From the last-mentioned boundary to the west boundary of C. M. Officer's 303 acres.	Campbell and Felton	Do do	Dark grey soil; timbered with rung box.	Northerly, then north-westerly.	111·2	"	"	"	3 "	34 0 29	
20	From the last-mentioned boundary to the east boundary of C. M. Officer's 309 acres.	The Crown	Do do	Light grey soil; open country.	N. 45° 53′ W.	1·4	"	"	"	3 "	0 1 25	" " "
21	From the last-mentioned boundary to the left bank of the Wakool River.	Campbell and Felton	Do do	Grey soil; partly open country, and partly timbered with box.	North-westerly	77¼	"	"	"	3 chains, widened to about 4 chains at Wakool River	21 2 9	

Transmitted to the District Surveyor with my letter, No. 94–21, 23rd June

RICHD. N. SOMERVILLE,
Surveyor.

No. 48.

Mr. Surveyor Somerville to The District Surveyor, Hay.

Sir, Hay, 30 June, 1894.

In accordance with your instructions, 94–14, 30th June, Land Board, 94–3,613, I have the honor to report on Mr. H. Moser's letter, of 21st May, 1894, objecting to my survey of the road from Coobool Island towards Swan Hill

The part I took in this matter was only to survey the road in accordance with an adopted design. I have not seen the papers in connection with the case to read them, nor have I seen Mr. Moser, senior. I cannot, therefore, reply to his letter in full, nor even quite follow him in it.

The result of an interview and short inspection with Mr. Moser, junior, is given in my letter No. 94–21, transmitting plan of road. Mr. Moser, junior, thought the route then inspected was where his father and others wanted the road to go, but Mr. Moser's letter clashes altogether with this statement of his son, for he advocates some other route, one that does not cross Coobool Creek, and that is 3 miles shorter than the one I measured. I do not know what route he refers to. It is not possible to avoid crossing Coobool Creek, with a road connecting the terminal points of the road laid down for me to measure, nor can as serviceable a one be obtained 3 miles shorter.

Mr. Moser's objection to the crossing over the Wakool River is not justified by the approach on the south side of the river. I cannot report as to the other side of the river, further than to say :—Bridge construction looks a little costly for earthwork approaches, but is quite feasible.

I have, &c.,
RICHD. N. SOMERVILLE.

From an interview with Mr. Somerville, and from the enclosed letter from H. Moser, and information given by H. Moser, junior, it would seem doubtful whether the route shown by letters *a, b, c, d, e, f,* on tracing, the survey of which was directed by the Minister as being that "asked for by residents" is wholly the one required, and these papers are, therefore, returned to Mr. Somerville for full inquiry from the persons interested, and for any amendment of survey that may be necessary as a result of such inquiry. The plan is returned under separate cover.—W. G. WALKER, Acting District Surveyor, 7/8/94. Mr. Surveyor Somerville.

Dealt with by inquiry and survey under letter 94–30, 18th September.—RICHD. N. SOMERVILLE.

[*Enclosure.*]

To the District Surveyor, Hay,—

Dear sir, Coobool Estate, Moulamein, 2 July, 1894.

In reference to the proposed road from Coobool Island to Swan Hill, it would greatly simplify matters if you could make it convenient to call on me, as I could give you valuable information which would enable the road to be considerably shortened and made better in every way than the one now surveyed.

In fact the one already surveyed is in its present state useless.

I have the honor to remain on behalf of the original petitioners and myself.

Yours, &c.,
H. MOSER.

The receipt of this letter might be acknowledged, and the writer informed that the matter will be shortly dealt with in this office, and forwarded to the Under Secretary for Lands for decision. The Chairman, Local Land Board, H. Moser accordingly.—C.D., 3/8/94.

No. 49.

Mr. H. Moser to The Under Secretary for Lands.

Sir, Coobool Island, Moulamein, 6 August, 1894.

On behalf of the original petitioners, I again most respectfully draw your attention to the road from Coobool Island to Swan Hill. For the want of this road we are thoroughly isolated, especially now owing to the heavy floods, and are unable to get our necessary supplies as all gates on Murray Downs are locked to prevent us from getting in to Swan Hill.

We would, therefore, most respectfully urge that a resurvey of portion of this road be done as early as possible, and formally opened.

We are really suffering for the want of this road, and shall feel most grateful if you will give the above your earliest possible attention.

On behalf of the petitioners,
I remain, &c.,
H. MOSER.

Acknowledged.—H.L.T., 15/8/94.

No. 50.

J. M. Chanter, Esq., M.P., to The Under Secretary for Lands.

Sir, Legislative Assembly, New South Wales, Sydney, 9 August, 1894.

Mr. H. Moser and others of my constituents residing on Coobool Island, near Moulamein, in the Land District of Deniliquin, requests me to see you in reference to a petition they have forwarded to you asking that the road from Coobool Island to Swan Hill be proclaimed open for traffic. This matter is of serious moment to the settlers in this district, as at present they are cut off by water from communication with other parts, and this road is the only relief they can get. I shall, therefore, take it as a favour if you will kindly have the matter attended to with the least possible delay.

Yours, &c.,
J. M. CHANTER, M.P.

Instructions

Instructions to survey this road have issued to the District Surveyor, who will be asked to expedite his action if possible. Mr. Chanter, M.P., on behalf of the applicants might be so informed.—A. J. Storrs, 22/8/94.

Informed.—F.H.W. (*pro.* Under Secretary), 23/8/94. J. M. Chanter, M.P., informed.—H.L.T., 27/8/94. Forwarded to the District Surveyor at Hay, who is requested to cause action on this case to be expedited if possible.—A. J. Storrs (for Chief Surveyor), 31/8/94. District Surveyor at Hay, No. 37. The plan and papers in connection with this road survey have been forwarded this day, *vide* B.C. report, No. 94-382, and L.B. 94-4,927.—W. G. Walker, Acting District Surveyor, 5/10/94. The Under Secretary for Lands.

No. 51.

The Under Secretary for Lands to J. M. Chanter, Esq., M.P.

Sir, Department of Lands, Sydney, 27 August, 1894.

With reference to your letter of the 9th instant, respecting a proposed road from Coobool Island to Swan Hill, I have the honor to inform you that instructions to survey the road in question have issued to the District Surveyor, who will be asked to expedite his action if possible.

I have, &c.,
WM. HOUSTON,
Under Secretary
(*Per* F.H.W.)

No. 52.

Mr. Surveyor Somerville to The District Surveyor, Hay.

Sir, Balranald, 18 September, 1894.

In accordance with your instruction No. 94-21, 7th August, I have seen several of the persons interested in the road from Coobool Island towards Swan Hill, and have considered it desirable to amend my previous survey.

Mr. Herman Moser represents six selectors (himself and family) on the Coobool Island, and is the leading advocate for this road. He appears to have pioneered the route, the others being satisfied in following him. Mr. Moser's acquiescence in the route now surveyed is attached, also Mr. Balshaw's. The other residents of the Island were either absent or separated from me by flood-waters. I have no reason to doubt their concurrence, also the four special-area holders on portions 1, 2, 64, 68, 65, parish Coobool, are also satisfied.

Tracing "M," attached, explains the various routes and crossing-places. The route first used by Mr. Moser followed the brown line; then, on gate "A" being locked, the blue line was followed. Mr. Balshaw generally crossed at his own ford, and got onto the brown line. The dotted brown line does not appear to have been used by Coobool Island people, and it certainly is not advocated by them. It has been used by the station as far as Old Hut.

Ford "B" is a good one, and till recently was advocated by Mr. Moser, with concurrence of the others, but he now favours the ford "C," because the Wakool, being fordable but for five months in the year, a punt or bridge is inevitable. The Wakool being in high flood at the time of my inspection, I was unable to compare the fords, but inquiries lead me to believe that "B" is the better, but that "C" is good enough. "B" is altogether unsuitable for a punt, and very expensive for a bridge. "C" will answer for both punt and bridge.

I continued the survey across the Wakool, and consider the extra width there allowed is necessary to include both ford and punt site. Mr. Moser raises no objection. It will also be useful for camping.

The road round the south-west corner of portion 65 being unsuitable for traffic at all seasons, I left special access to portion 68. Crab-holes prevented the 3-chain road being taken closer.

Time occupied in alteration—five and a quarter days in the field and four days in the office, besides three days interviewing and inspecting.

Improvements.

The improvements on the road and south of Wakool River are the property of Murray Downs Station, and consist of:—

	£	s.	s.
1. Cutting on portions 72, 78, and the road separating these portions, valued at 6s. per yard ...	42	10	0
2. Culvert on portion 78 requires removal ...	Nil.		
3. 6-wire fence crossing transverse line No. 7 and gate ...	2	10	0
4. Part of yard on portion 78 ...	0	10	0
5. Clearing on portions 78, 77, 47 (about 9 acres), at 12s. ...	5	8	0
6. 5-wire fence, crossing traversed line, No. 15 ...	1	0	0
7. Ringing on portion 43, 11 acres at 1s. ...	0	11	0
8. Bridge over Merran Creek, with approaches and wings ...	75	0	0
9. 5-wire fence, crossing traverse line No. 29, and gate ...	1	15	0
10. 5-wire fence, crossing at junction of lines 47, 48, and gate ...	2	0	0
11. Ringing in portions 28, 6, 3, 4, and 5, 21 acres at 1s. ...	1	1	0
12. 5-wire fence, crossing line No. 58 ...	1	0	0
Total ...	£133	5	0

The

The only improvements on the road and north of the Wakool River is rung box timber, owned by Mr. H. Moser, 8 acres, at 9d., 6s.

Improvement 8 is an old structure, and scarcely safe under a 1-ton load.

A new bridge there will be necessary, the creek not being fordable. Compensation for this improvement could be struck out were the erection of a new bridge guaranteed, because the station use this bridge a great deal, and a new one would benefit them.

The land it is proposed to resume is used for pastoral purposes only.

I value the land at 30s. per acre for red soil country, and 25s. per acre for box country, exclusive of improvements.

The road absorbs 11 acres 2 roods 13 perches, of portion 65, parish Coobool, and severs 11 acres and 8 perches from the eastern end of that portion. This interference I have arranged for. (*See* enclosed letter from A. E. Weymouth.) The severed part is available for surrender to Murray Downs.

The proposed road contains about 257 acres, belonging to Murray Downs Pastoral Holding, (say) 193 acres at 30s., and 64 acres at 25s., valued at £369 10s.

Damage caused to Murray Downs by severance can be amply compensated for by the Crown surrendering access roads, together with the severed part of portion 65. The roads that may be thus surrendered are coloured blue on accompanying tracing, marked "P." The roads I think it desirable to retain are coloured brown.

Road AB is required by settlers on the other side of the Wakool. Closing it has already been objected to.

Road CBHK gives access on to proposed 3-chain road, and is a road parallel to the river Wakool.

Road F adds width to 3-chain road, and at crossing over Wakool. (*See* plan.)

Road QR separated lands belonging to different owners, and bounds uncompleted special areas.

Road RT is mostly absorbed in the 3-chain road. The remainder gives access to portion 67.

Road CL is required pending alienation of water reserve 293A. (Now special area 18,946.)

Road LM connects two reserves, and is useful for an outlet.

Road LNO increases the size of water reserve 294, which may be much used for camping on. (This reserve has been increased for special area on recommendation by Surveyor Broughton, who stated that it would not be required in connection with this road.)

Road P gives access to Lake Tooim.

Roads XJ and Y are only required pending alienation of portion 67. They would, if necessary, be combined into one road.

Roads J VUW give access to water reserve 258A.

Road UV will probably form part of another main road to Swan Hill.

Road Z I look on as of doubtful future utility, because of Merran Creek at the one end and the creek into Lake Tooim at the other. Perhaps it would be better to retain it pending alienation of water reserve 258A and portion 42.

Road Z gives access to unalienated portions 14, 17. It is not required otherwise. (Portions 14 and 17, alienation.)

By scaling the accompanying tracing, the roads coloured blue contain about 273 acres, valued at £369—that, is about 111 at 30s., and about 162 at 25s.

Return of fencing and book of reference herewith.

I have, &c.,
RICH. N. SOMERVILLE,
Surveyor.

Amendment noted.—H.F., Hay, 1/10/94.

Forwarded to the Under Secretary for Lands. The transmission of this plan has been considerably delayed owing to its having been found, from representations from H. Moser, and an interview with Mr. Surveyor Somerville, that the route approved for survey by the Minister as that asked for by residents, and survey of which was effected in May last, was not, in regard to its northern part, that desired. Amendment has therefore been made, and Mr. Somerville has obtained the written statement of the persons interested that this latter is the route desired. Plan forwarded under separate cover.—W. G. Walker, Acting District Surveyor, 5/10/94. No. 94-382.

[*Enclosure.*]

Sir,

Care of Mackenzie, Stony Crossing, *via* Swan Hill, August, 1894.

On behalf of Miss Turner, the holder of special area portion No. 65, parish of Coobool, county of Wakool, I have the honor to state that in event of the 3-chain road from Coobool Island towards Swan Hill, recently measured by Mr. Surveyor Somerville, and the 1-chain road of access therefrom to portion 68, parish Coobool, county Wakool, being opened, Miss Turner would prefer having the area contained in and cut off by these roads (in all about 22½ acres) deducted from the area of her holding, and the eastern boundary of portion 65 amended so as to conform with the western sides of the roads referred to.

I have, &c.,
A. E. A. WEYMOUTH,
Selector and holder of portion 2, parish Coobool.

The Under Secretary, Lands Department, Sydney.

Memo. to Mr. Surveyor Somerville.

Dear Sir,

Coobool Estate, 28 August, 1894.

The general route adopted in your recent survey of the road from Swan Hill to Coobool Island is, as far as it goes, the one we desire, and I am of opinion it will suit residents and the public generally, as it is the best that can possibly be got.

On behalf of petitioners,

I have, &c.,
H. MOSER.

Memo. to Mr. Surveyor Somerville.

The general route adopted in your recent survey of the road from Swan Hill to Coobool Island is, as far as it goes, the one I desire, and I am of opinion it will suit residents generally.

Yours, &c.,
T. W. BALSHAW.

Book

BOOK OF REFERENCE of Road from Swan Hill to Coobool Island, parishes of Curripool, Merran and Coobool, county of Wakool, to be opened as a parish road, under the Act of Council, 4 William IV No. 11, and 42nd section, Crown Lands Act, 1889.

No.	Portion of Road.	Reputed Owner.	Occupier.	Character of Land.	Bearings.	Length in chains.	Enclosures.	Character and State of Preservation of Fencing.	Cultivation.	Breadth of Road.	Area.	Remarks.
											a. r. p.	
1	From the western boundary of S. H. Officer's 600 acres to the northern boundary of the same portion.	Campbell and Felton	D. Johnson, manager for Campbell and Felton.	Open country; red chocolate soil.	N. 31° 1′ E.	26·6	Nil	Nil	Nil.	3 chains	8 3 25	
2	From the last-mentioned boundary to the southern boundary of S. H. Officer's 523 acres.	The Crown	Do do	do do	N. 33° 1′ E.	1·2	"	"	"	3 "	0 1 17	Forms part of an existing boundary road.
3	From the last-mentioned boundary to the northern boundary of the same portion of 523 acres.	Campbell and Felton	Do do	Lightly timbered; red sandy loam.	N. 33° 1′ E.; N. 43° 45′ E.; N. 22° 21′ E.; N. 16° 40′ E.	95·5	"	"	"	3 "	38 2 24	Includes part of cutting owned by Campbell and Felton.
4	From the last-mentioned boundary to the south boundary of S. H. Officer's 104 acres.	The Crown	Do do	do do	N. 16° 46′ E.	1	"	"	"	3 "	0 1 10	Forms part of an existing boundary road.
5	From the last-mentioned boundary to the north and east boundaries of S. H. Officer's 201 acres.	Campbell and Felton	Do do	Red sandy loam; lightly timbered and partially cleared.	North-easterly	142¼	One being part of sheep yards.	Old six-wire and five-wire brush fences in good repair.	"	3 "	42 2 32	
6	From the last-mentioned boundaries to the south-west boundary of S. H. Officer's 207 acres.	The Crown	Do do	Red chocolate soil; lightly timbered in places.	N. 66° 9′ E.; N. 76° 33′ E.; N. 53° 48′ E.	60¾	Nil	Nil	"	Varying; mostly 3 chains.	26 3 23	Forms part of an existing boundary road and part of water reserve.
7	From last-mentioned boundary to the left bank of Merran Creek.	Campbell and Felton	Do do	Black soil; thickly timbered with ring box.	Easterly	35·3	"	"	"	Variable; about 3 chains.	11 1 25	
8	From the left bank of Merran Creek to the right bank of the same creek.	The Crown	Unoccupied	Full of water at present.	S. 32° 48′ E.	21	"	"	"	3 chains	0 3 0	
9	From the right bank of Merran Creek to the east boundary of S. H. Officer's 236 acres.	Campbell and Felton	D. Johnson, Manager for Campbell and Felton.	Open red soil, plain	S. 32° 48′ E.; S. 74° 13′ E.	44·7	"	"	"	3 "	13 3 29	
10	From the last-mentioned boundary to the west boundary of C. M. Officer's 384 acres.	The Crown	Do do	do do	S. 63° 24′ E.	1	"	"	"	3 "	0 1 8	Forms part of an existing boundary road.
11	From the last-mentioned boundary to the east boundary of the same portion of 384 acres.	Campbell and Felton	Do do	Red chocolate soil, timbered in places.	S. 33° 24′ E.; N. 88° 40′ E.	84·1	"	Old 5-wire fence, fair repair.	"	3 "	25 2 0	
12	From the last-mentioned boundary to the west boundary of C. M. Officer's 345 acres.	The Crown	Do do	Open country, red chocolate soil.	N. 68° 40′ E.	1·1	"	Nil	"	3 "	0 1 12	do do
13	From the last-mentioned boundary to the north boundary of S. H. Officer's 59 acres.	Campbell and Felton	Do do	Open red chocolate soil.	N. 53° 18′ E.; N. 11° 43′ E.; N. 12° 27′ W.	100·5	"	"	"	3 "	30 3 0	
14	From the last-mentioned boundary to the south boundary of C. M. Officer's 422½ acres.	The Crown	Do do	Open red soil	N. 32° 27′ W.	1·2	"	"	"	3 "	0 1 16	do do
15	From the last-mentioned boundary to the western boundary of the same portion of 422½ acres.	Campbell and Felton	Do do	do	N. 32° 27′ W.	35·4	"	"	"	3 "	11 2 18	
16	From the last-mentioned boundary to the south boundary of Clara Turner's conditional purchase of 312 acres.	The Crown	Do do	Open red soil country, small clump of scrub.	N. 32° 27′ W.; N. 0° 1′ E.; N. 32° 5′ W.	60·2	"	"	"	3 "	17 0 0	Forms part of an existing boundary road, and part of portion 66 of 640 acres.

No.	Portion of Road.	Reputed Owner.	Occupier.	Character of Land.	Bearings.	Length in chains.	Enclosures.	Character and State of Preservation of Fencing.	Cultivation.	Breadth of Road.	Area.	Remarks.
											a. r. p.	
17	From the last-mentioned boundary to the western boundary of C. M. Officer's 337 acres.	Clara Turner	Unoccupied	Red and black soils, partly timbered with rung box.	N. 32° 6′ W.; N. 28° 45′ E.	39	Nil	Nil	Nil	3 chains	10 2 10	This land is unoccupied; Miss Turner has not yet commenced her residence.
18	From the last-mentioned portion of road to the south boundary of William Callander's additional conditional purchase of 308 acres.	Do	Do	Open red soil plain	N. 0° 1′ E.	8·7	,,	,,	,,	1 chain	0 3 34	do do
19	From the western boundary of C. M. Officer's 337 acres to the north boundary of C. M. Officers's 453¾ acres.	Campbell and Felton	D. Johnson, manager for Campbell and Felton.	Open light red soil, and dark soil plain, covered with rung box.	N. 36° 45′ E.; N. 18° 48′ E.; N. 5° 27′ E.	100·6	,,	5-wire fence, fair repair.	,,	3 chains	31 0 34	
20	From the last-mentioned boundary to the south boundary of C. M. Officer's 291½ acres.	The Crown	Do do	Dark soil, covered with box timber.	N. 5° 27′ E.	1	,,	Nil	,,	3 ,,	0 1 8	Forms part of an existing boundary road.
21	From the last-mentioned boundary to the west boundary of the same of 291½ acres.	Campbell and Felton	Do do	Light red and grey soils; thickly timbered with box at northern end.	N. 5° 27′ E.; N. 41° 46′ W.	44·5	,,	,,	,,	3 ,,	14 0 37	
22	From the last-mentioned boundary to the east boundary of C. M. Officer's 276 acres.	The Crown	Do do	Grey soil; slightly timbered with box.	N. 41° 46′ W.	1·5	,,	,,	,,	3 ,,	0 1 32	do do
23	From the last-mentioned boundary to the same boundary in another place.	Campbell and Felton	Do do	Light red and dark grey soils; partly timbered with rung box.	N. 41° 46′ W.; N. 16° 2′ W.; N. 35° 1′ E.	33	,,	,,	,,	3 ,,	7 2 30	
24	From the last-mentioned boundary to the west boundary of C. M. Officer's 307 acres.	The Crown	Do do	Dark grey soil; timbered with rung box.	N. 35° 1′ E.	1·1	,,	,,	,,	3 ,,	0 1 11	do do
25	From the last-mentioned boundary to the east boundary of C. M. Officer's 309 acres.	Campbell and Felton	Do do	Grey soil; partly open country; and partly timberedwith box.	N. 35° 1′ E.; N. 67° 51′ E.; N. 35° 59′ E.	88	,,	Lately erected 5-wire fence; old wire.	,,	3 ,,	28 1 11	
26	From the last-mentioned boundary to the west boundary of C. M. Officer's 303 acres.	The Crown	Do do	Grey soil; timbered with box.	N. 35° 59′ E.	1·7	,,	Nil	,,	3 ,,	0 2 1	do do
27	From the last-mentioned boundary to the left bank of the Wakool River.	Campbell and Felton	Do do	Grey soil; timbered with box and gum.	North	Abt 5	,,	,,	,,	Varies about 5 chains.	4 0 0	
28	From the left bank of the Wakool River to its right bank.	The Crown	Unoccupied	River bed	Northerly	,, 5	,,	,,	,,	Variable about 7 chains.	3 2 8	
29	From the south and south-east boundaries of portion 62, parish of , to the west boundary of the same portion.	H. Moser	H. Moser	Grey soil; timbered with gum and rung box.	do	,, 18	,,	,,	,,	Variable about 6 chains.	9 1 12	
30	From the right bank of the Wakool River to the east boundary of portion 51, parish of .	The Crown	Unoccupied	Grey soil; timbered with gum and box.	do	,, 22	,,	,,	,,	Variable generally 1 chain.	2 1 37	do do

To accompany my letter, No. 94-30, 18th September, to District Surveyor at Hay.

RICHARD N. SOMERVILLE,
Surveyor.

No. 53.

J. M. Chanter, Esq., M.P., to The Under Secretary for Lands.

Sir, Legislative Assembly, N.S.W., Sydney, 20 September, 1894.

Referring to my letter of the 9th August, urging speedy proclamation of road from Coobool Island to Swan Hill, a number of the residents have written me that the settlers are now completely hemmed in by floods, and can have no outlet except by this road. They are suffering very great inconvenience and loss, and press that the road be at once proclaimed open for traffic. I strongly endorse their request, and shall be glad to receive your early reply that the road is open.

Yours, &c.,
J. M. CHANTER.

The District Surveyor has recently been asked to cause action in this case to be expedited, if possible. It is recommended that Mr. Chanter, M.P., be so informed, and that his letter will also be sent to the District Surveyor.—A. J. Stopps, 25/9/94.

Inform.—H.A.G.C., 26/9/94. J. M. Chanter, M.P., informed, 28/9/94.

Forwarded to the District Surveyor, at Hay, in connection with instructions No. 9, of 5th March, 1894; 22 of 26th June, 1894; and 27 of 6th September, 1894.—W. Winder (for Chief Surveyor), 5/10/94. The District Surveyor, at Hay.

The case referred to was forwarded to the Under Secretary on the 5th instant.—W. G. Walker, Acting District Surveyor, 9/10/94. The Under Secretary.

No. 54.

The Acting Under Secretary for Lands to J. M. Chanter, Esq., M.P.

Sir, Department of Lands, Sydney, 28 September, 1894.

With reference to your letter of the 20th instant, respecting the road from Coobool Island to Swan Hill, I have the honor to inform you that the District Surveyor has recently been asked to cause action in the case to be expedited, if possible; and that your letter under reply will also be sent to that officer.

I have, &c.,
F. H. WILSON,
Acting Under Secretary.

No. 55.

Messrs. Campbell and Felton to The Under Secretary for Lands.

Sir, Bridge-street Chambers, Sydney, 10 October, 1894.

Finding that a road has been surveyed from Coobool Island to Swan Hill, which runs almost entirely through our freehold property from the Wakool River to the stock route in parish Currpool, county Wakool, we would respectfully urge that the matter may be dealt with under the provisions of section 42 of Land Act of 1889, we being willing to accept an exchange of land of equivalent value in lieu of such proposed road. We would suggest that so much of the required area as is comprised within reserve 294, parish Currpool, and extension of reserve 31, may be granted us in satisfaction of the road taken.

We have, &c.,
CAMPBELL AND FELTON,
Care of Duguid & Co.

Forwarded to the District Surveyor, at Hay, for report as to whether any of the lands herein referred to would be available for grant in lieu of the proposed road from Coobool Island to Swan Hill. As it is understood that it is contemplated to throw reserve No. 294 open to selection as a special area, the District Surveyor might consider the advisability of deferring action relating to this reserve until the question of satisfying the claim that may arise out of the projected road resumption shall have been dealt with. The papers in this case have been referred to Works Department as to whether the surveyed road (R 5,002–1,603) will be adopted by that Department in any future expenditure of public funds, so that it is not yet known whether the surveyed line will be established, but it is thought desirable that the District Surveyor should be made aware of this application.—E. Twynam, Chief Surveyor, 11/12/94. The District Surveyor, at Hay.

Pending determination as to whether the road as surveyed shall be established, it is recommended that the action contemplated to make reserve 294 (portion 2) a special area be stayed. This latter action was submitted under my letter 94-424 of 25th October; papers L.B., 94-4,233.—W. G. Walker, District Surveyor, 17/12/94. No. 94-485.

No. 56.

J. M. Chanter, Esq., M.P., to The Under Secretary for Lands.

Sir, 12 November, 1894.

Can you kindly supply a sketch plan as requested, and oblige,

Yours, &c.,
J. M. CHANTER, M.P.

The plan of this road has only recently been received in this office, and no copy of it can be supplied at present. When the case shall have been prepared with a view to proclamation of the road, a copy of the plan will be sent to the Local Land Agent, at whose office it may be inspected by any member of the public. It is recommended that Mr. Chanter, M.P., be so informed on behalf of the writer.—W. Winder, 16/11/94.

Inform.—H.A.G.C., 19/11/94. J. M. Chanter, M.P., informed, 27/11/94.

[*Enclosure.*]

[*Enclosure.*]

J. M. Chanter, Esq., M.L.A.,—

Sir,

Swan Hill, 7 November, 1894.

I am directed by the Swan Hill Progress Committee to ask if you could procure for the committee a plan showing the road recently granted from Moulamein to Swan Hill.

Yours, &c.,
W. SMITH,
Honorary Secretary.

No. 57.

Office Memorandum.

Road from Coobool Island to Swan Hill.

27 November, 1894.

For tracing, see enclosure to No. 11.

EARLY in the year 1893, Mr. G. S. Mullen, an officer of the Works Department, reported comprehensively on the question of access between Moulamein and Swan Hill, and advocated the adoption of a route shown by firm red line on tracing "B" enclosed.

Prior to receipt of the papers (including Mr. Mullen's report) from Works Department, inquiry into the merits of an application for opening a road between the same places was independently made in this Department.

By direction of the Minister, an inquiry was held by the Local Land Board, which recommended the opening of a road between the terminal points named, but did not specify any precise route. An appeal to the Land Court against the finding of the Board was made by interested land-owners, and the Board's finding was not endorsed so far as the part of road between Moulamein and Coobool Island was concerned, but it was upheld as regards the part of road between Coobool Island and Swan Hill.

As no definite route was described in the finding of either the Board or the Court, the late Minister for Lands directed survey of the road in the position as applied for by the petitioners, and expressed himself as satisfied that the public requirement justified the opening of the road. Survey of road has now been made, as indicated by red band on parish lithograph marked "F" (also by pencil line approximately on tracing "B"), but as from the surveyor's reports it is apparent that large public expenditure will ultimately, if not soon, be required on the selected line, it is recommended that the papers be forwarded in the first instance to the Public Works Department for information as to whether the surveyed road will be adopted by that Department in any future expenditure of public funds.

It should be stated, for the information of the Works Department, that the findings of the Land Board and Land Court do not in this case bind the Government to open the road surveyed, or any road, between the places referred to, as the reference to the Board was not required by law, but was merely to obtain information to guide the Minister to a decision.

As also it has already been stated that no particular route was described by either Board or Court, it cannot be affirmed that the surveyed line is that approved by either body.

W. WINDER.

The Under Secretary for Works.—H.A.G.C. (for the Under Secretary), B.C., Lands Department, 6/12/94. Commissioner for Roads.—D.M'L. (for Under Secretary), B.C., 10/12/95. Principal Assistant Engineer, 13/12/94. Will Mr. Mullen please report fully?—W.J.H. (*per* G.E.K.), 15/12/94. Report herewith.—G.S.M., 20/12/94. Mr. Hanna.

No. 58.

The Acting Under Secretary for Lands to J. M. Chanter, Esq., M.P.

Sir,

Department of Lands, 27 November, 1894.

With reference to the letter from the Honorary Secretary, Swan Hill Progress Committee, presented by you for a copy of the plan of the road recently surveyed from Moulamein to Swan Hill, I have the honor to inform you that the plan of the road in question has only recently been received in this office, and a tracing of it cannot be supplied at present.

I may add that when the case has been prepared with a view to proclamation of the road, a copy of the plan will be sent to the local Crown Lands Agent, at whose office it may be inspected by any member of the public.

I have, &c.,
F. H. WILSON,
Acting Under Secretary
(*Per* H.L.T.)

No. 59.

J. M. Chanter, Esq., M.P., to The Under Secretary for Lands.

Sir,

Sydney, 28 November, 1894.

Referring to your letter of the 27th instant, No. 88-240 Roads, I desire to point out that the parties interested in this road are distant about 100 miles from the Lands Office, and could not see the plan of road. Under these circumstances I would urge that a tracing copy be supplied to the Secretary of the Progress Association, as requested.

I have, &c.,
J. M. CHANTER, M.P.

Application on behalf of a Progress Committee for a tracing of road,—It is recommended that Mr. Chanter, M.P., be informed that if the road referred to is the one from Coobool Island to Swan Hill, the plan of it has not yet been finally examined, but that when the case is prepared for gazettal, a helio. copy of the plan will be sent to the Progress Association, as desired.—W. WINDER, 19/12/94.

Inform.—H. CURRY, Acting Assistant Under Secretary, 21/12/94. J. M. Chanter, M.P., informed, 24/12/94.

No. 60.

The Acting Under Secretary for Lands to J. M. Chanter, Esq., M.P.

Sir, Department of Lands, Sydney, 24 December, 1894.

In reply to your letter of the 28th ultimo, I have the honor to inform you that if the road you refer to is the one from Coobool Island to Swan Hill, the plan of it has not yet been finally examined, but that when the case is prepared for gazettal a heliographic copy of the plan will be sent to the Progress Association, as desired.

I have, &c.,
F. H. WILSON,
Acting Under Secretary
(*Per* H.L.T.)

No. 61.

The District Surveyor, Hay, to The Under Secretary for Lands.

Re Road from Coobool Island to Swan Hill.

19 January, 1895.

In connection with the survey of this road quoted above, portion 65 of 332 acres, parish of Coobool, county of Wakool, was crossed by the road after the portion was taken up under conditional purchase 94-20 of 14th June, by Clara Turner, and a road of access from portion 68 to the main road also passes through portion 65. As the conditional purchaser did not desire to have her holding intersected by the road, the Board have allotted her the land wholly on the west of the roads referred to. This information, it is suggested, might be communicated to the Roads Branch, as resumption under the 42nd section is not requisite in connection with this particular portion.

The land to the east of the road and within portion 65, could probably be utilised in part exchange for the land resumed.

W. G. WALKER,
District Surveyor.

No. 62.

Office Memorandum.

Road from Coobool Island to Swan Hill.

21 March, 1895.

Mr. Chanter, M.P., Mr. C. Eagle, senior, and Mr. H. Moser interviewed the Secretary for Lands about this matter this morning. It was, they represented, one which had been before the Department for some time, and there had been considerable correspondence in regard thereto. The character of this country, a network of swamps and creeks, was peculiar, and rendered it necessary that the best road obtainable should be provided.

The Minister (Mr. Carruthers) said the papers were at the Works Department, but he would have them obtained and look into the matter.

WALTER B. BINGLE.

Will the Under Secretary for Public Works be good enough to cause the papers in this case to be returned for the perusal of the Seecretary for Lands.—W. Winder (for Under Secretary for Lands), 3/4/95. The Under Secretary for Public Works.

Lands 1888 $\frac{102}{44}$ *re* opening of road, Coobool Island to Swan Hill. Sent to Mr. Hanna, 14/12/94, for report.—V.C., 3/4/95. Please have report furnished.—W.S., 6/4/95. Mr. Hanna.

I had arranged to make a personal inspection of these roads, but received a telegram from the local officer (just before starting), that he had been instructed to proceed to Temora on urgent duty. An inspection, if considered necessary, can be made early next month. The papers being now required are all returned herewith, together with the local officer's report.—W.J.H., 17/4/95. Engineer-in-Chief for Roads, &c.

The papers are submitted for transmission to the Department of Lands, with a request that when done with they may be returned, as action by this Department has not yet been completed.—James S. Hollison (for the Engineer-in-Chief). Under Secretary for Lands.—J.B., B.C., 24/4/95.

The accompanying papers have been obtained from the Works Department for the perusal of the Minister, as desired by him (*vide* paper $\frac{102}{44}$). The circumstances of the case are fully set forth in paper No. 41, and it will be observed that the Works Department has not yet decided on the position of the road upon which public funds will in future be expended in formation, &c. Perhaps the papers may be returned to the Works Department after the Minister has perused them.—W. Winder, 27/4/95.

Submitted.—H. Curry, Acting Assistant Under Secretary, 30/4/95. F. H. Wilson, Acting Under Secretary, 30/4/95. Seen. May be returned to the Works Department.—J.H.C., 2/5/95. The Under Secretary for Public Works.—W. Winder (for Acting Under Secretary for Lands), 2/5/95. Mr. Scarr—Jno. P. (for Under Secretary), 4/5/95. Submitted as to further action.—E.N., 7/5/95. Attach Local Officer's report mentioned by Mr. Hanna.—J.S.M., 15/5/95. Mr. Cummings. Local Officer's report, 95-8,261, herewith attached.—W.C., 18/5/95.

Mr. Hanna intended to visit and inspect these roads, but as he will not now be able to do so, probably a decision can be come to on Mr. Mullen's report which goes very fully into the whole case, and a reply sent to Lands' minute on paper 41 (94-32,147), in accordance with Mr. Mullen's recommendation.—James S. Mollison, Assistant Engineer, 21/5/95. Principal Assistant Engineer for Roads and Bridges.

The Lands Department's papers might now be returned, and that Department informed in reply to 94-32,147, that the cost of constructing a road on the route through the island, shown in pencil on tracing B, is regarded as quite prohibitive, and that, although there is no present intention of expending money on either route, it is still thought that the line that should be adopted is that shown in red on tracing B.—James S. Mollison, Assistant Engineer, 3/6/95. Principal Assistant Engineer for Roads and Bridges.

Lands' papers might now be sent on (Roads and Bridges' papers being retained), with Mr. Mollison's minute.—Percy Scarr (for the Engineer-in-Chief), 4/6/95. Under Secretary. Under Secretary for Lands.—J.B., B.C., 5//95.

No. 63.

J. M. Chanter, Esq., M.P., to The Under Secretary for Lands.

Sir, Legislative Assembly, N.S.W., Sydney, 24 April, 1895.

Referring to your letter of the 28th September, 88 $\frac{102}{95}$, Roads, will you kindly inform me when it is intended to proclaim this road open to traffic, and oblige,

Yours, &c.,
J. M. CHANTER, M.P.

Inquiry by Mr. Chanter, M.P., as to proclamation of road Coobool Island to Swan Hill. It is recommended that Mr. Chanter, M.P., be informed that until the Department of Public Works has decided on the position of the road upon which public funds will in the future be expended in formation, &c., no further action can be taken by this Department.—W. WINDER, 2/5/95.

Inform.—F. H. WILSON, Chief Clerk, 3/5/95. J. M. Chanter, M.P., informed, 9/5/95.

No. 64.

The Under Secretary for Lands to J. M. Chanter, Esq., M.P.

Sir, Department of Lands, Sydney, 9 May, 1895.

In reply to your letter of the 24th ultimo, I have the honor to inform you that until the Department of Public Works has decided upon the position of the road from Coobool Island to Swan Hill, upon which public funds will in the future be expended in formation, &c., no further action can be taken by this Department.

I have, &c.,
WM. HOUSTON,
Under Secretary
(*Per* F.H.W.).

No. 65.

Office Memorandum.

Road from Coobool Island to Swan Hill.

25 July, 1895.

IN view of the opinion of the Works Department (see paper 46) that "the cost of constructing a road on a route through the island shown in pencil on tracing "B" (*i.e.*, the road surveyed by this Department by direction of Mr. Secretary Copeland), is regarded as quite prohibitive, and that, although there is no present intention of expending money on either route, it is still thought that the line that should be adopted is that shown in red on tracing "B" (*i.e.*, the route originally recommended by officers of the Works Department), it is submitted whether action in regard to establishing the road surveyed by this Department should not be abandoned.

W. WINDER.

Submitted.—F. H. WILSON, Chief Clerk, 26/7/95.

In view of the excessive cost which would be involved in opening the road as surveyed and desired by the applicants, it is submitted that the project be abandoned.—WM. HOUSTON, Under Secretary, 27/7/95.

Approved.—J.H.C., 29/7/95.

No. 66.

J. M. Chanter, Esq., M.P., to The Secretary for Lands.

Sir, Sydney, 30 August, 1895.

Referring to the enclosed letter from Mr. Moser, the last communication I had from the Under Secretary was on 9th May, No. 88 $\frac{102}{95}$ Road, informing me that the road in question had been referred to the Works Department for approval. The opening of this road is of great public importance, and I shall be glad if you will cause it to be opened with the least possible delay.

Yours, &c.,
J. M. CHANTER, M.P.

Acknowledge, and inform. Mr. Moser's letter not received in this office, 4/9/95. It is recommended that Mr. Chanter, M.P., be informed of the decision of the Minister on this matter (*vide* paper 49 herein).—W. WINDER, 10/9/95. Yes.—F. H. WILSON, Chief Clerk, 12/9/95. Mr. Chanter, M.P., informed, 13/9/95.

No. 67.

J. M. Chanter, Esq., M.P., to The Under Secretary for Lands.

Sir, Legislative Assembly, New South Wales, Sydney, 9 September, 1895.

Referring to your letter of the 4th instant, No. 88 $\frac{102}{95}$, Roads, I have mislaid Mr. Moser's letter, but it contains a strong request on behalf of residents to have this road opened speedily, as selectors were suffering serious inconvenience and loss, and I shall be glad if you will have the road opened as speedily as possible.

I have, &c.,
J. M. CHANTER.

No. 68.

No. 68.

The Under Secretary for Lands to J.M. Chanter, Esq., M.P.

Sir, Department of Lands, Sydney, 13 September, 1895.

With reference to your letter of the 30th ultimo, urging the opening of a road from Swan Hill to Coobool Island, I have the honor to inform you that, in view of the excessive cost which would be involved in opening the road as surveyed, and desired by the applicants for it, the Minister has decided that the project be abandoned.

I have, &c.,
WM. HOUSTON,
Under Secretary.
(*Per* F.H.W.)

No. 69.

J. M. Chanter, Esq., to The Secretary for Lands.

Sir, Sydney, 16 September, 1895.

Referring to the Under Secretary's letter of the 13th instant, No. 88 $\frac{1}{95}$, Roads, I much regret to learn you have decided not to open this road on the score of cost, and would again point out the urgent necessity for this road.

The selectors in that part will be compelled to abandon their holdings if the road is not opened, for at the present they are completely isolated from all markets for a great portion of the year.

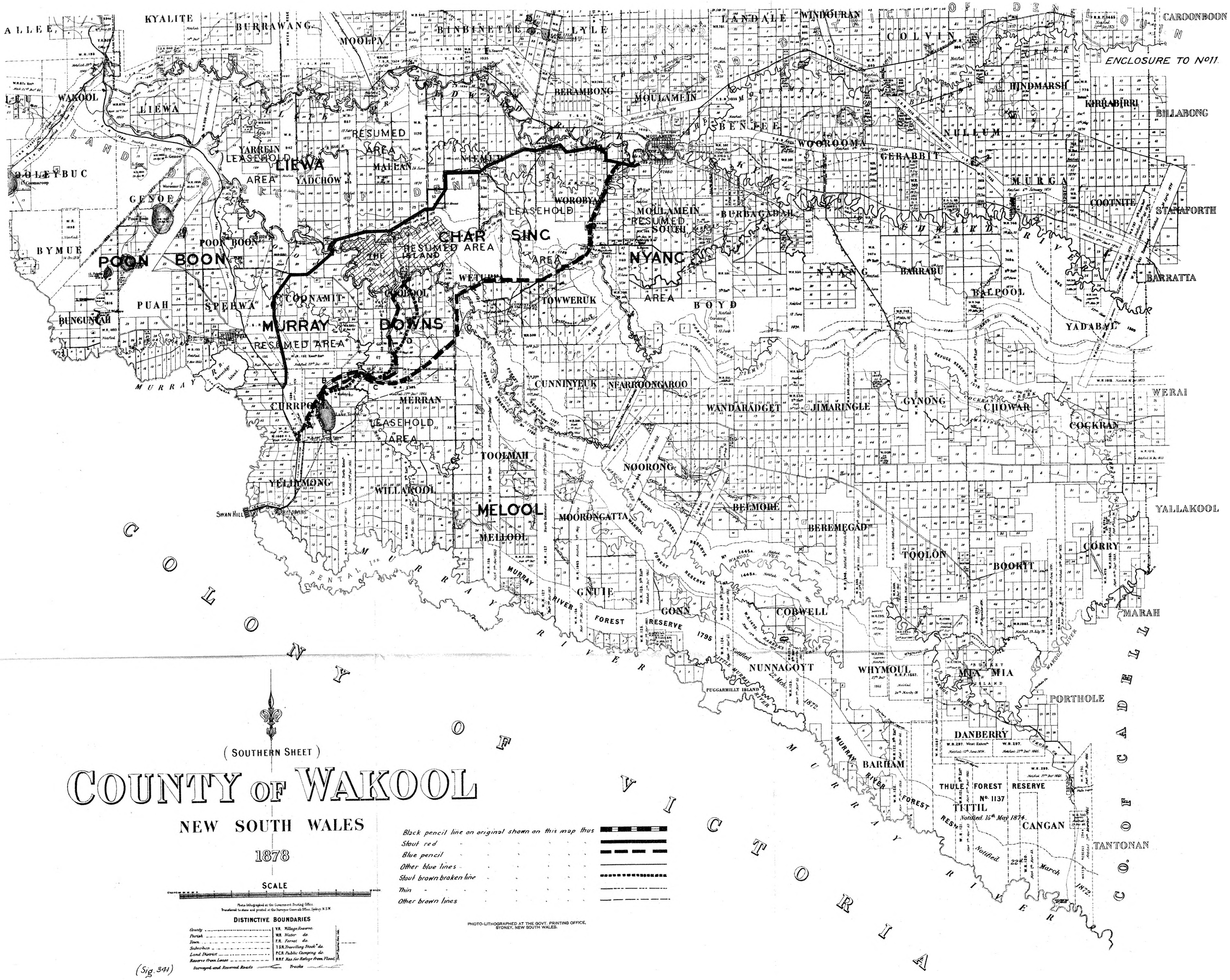
Respectfully requesting that you will reconsider your decision,

I have, &c.,
J. M. CHANTER.

[Five plans.]

[3s. 3d.]

Sydney: Charles Potter, Government Printer.—1895.

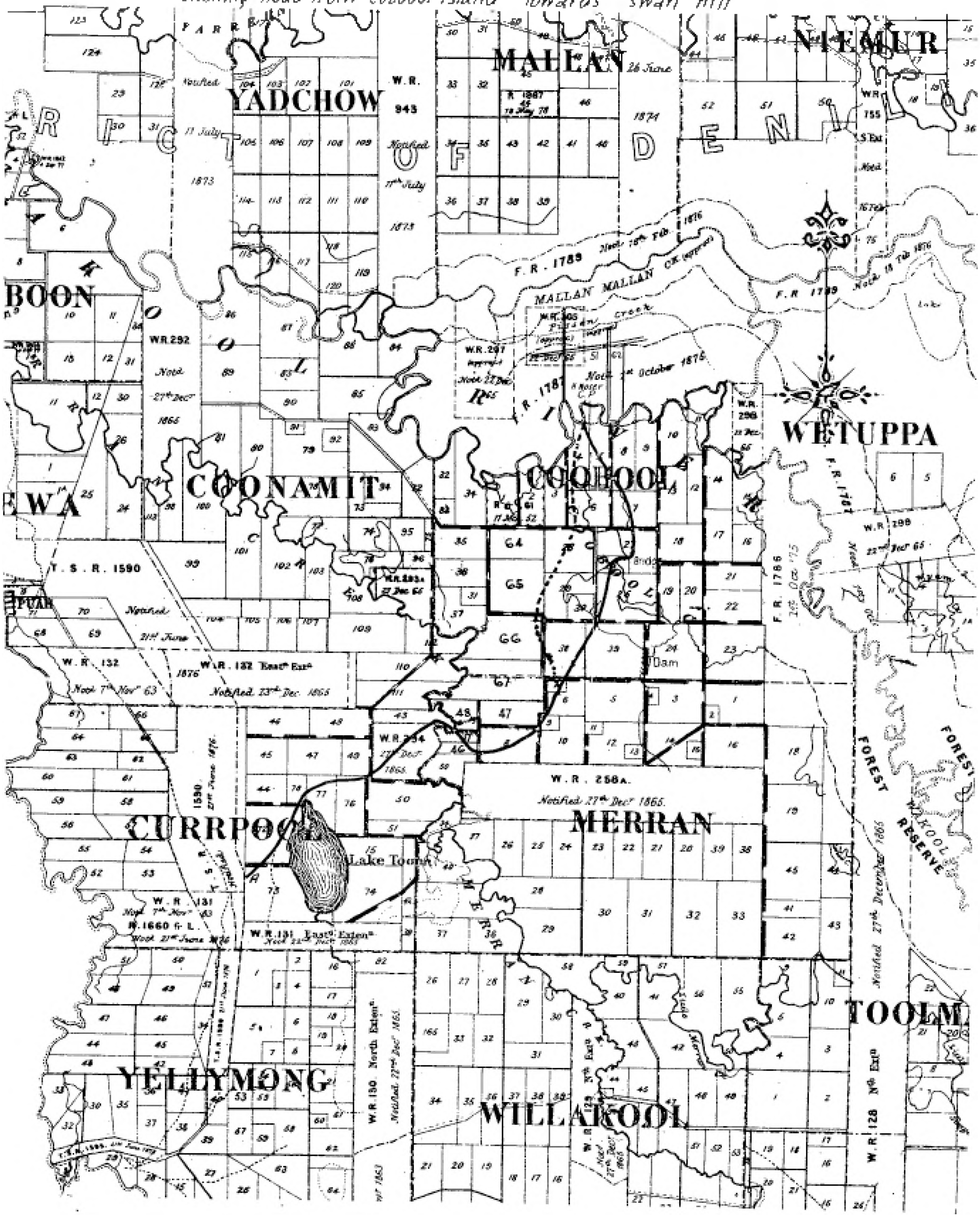

ENCLOSURE TO No 11.
COLONY OF VICTORIA
MURRAY RIVER
ALLEE
KYALITE
BURRAWANG
MOOLPA
BINBINETTE
LYLE
LANDALE
WINDOURAN
COLVIN
CAROONBOON
WAKOOL
LIEWA
BERAMBONG
MOULAMEIN
HINDMARSH
KIRRABIRRI
BILLABONG
BENEEE
WOOROOMA
NULLUM
GERABBIT
MURGA
COOTNITE
STANAFORTH
QUILEYBUC
GENOE
YARREIN LEASEHOLD AREA
LIEWA
YADCHOW
RESUMED AREA
MALEAN
WOROBYA
LEASEHOLD
MOULAMEIN RESUMED SOUTH
BURBAGADAH
BYMUE
POON BOON
POOR BOON
CHAR
SINC
RESUMED AREA
THE ISLAND
NYANG
AREA
BARRABU
BALPOOL
BARRATTA
PUAH
SPERWA
COONAMITE
WETUPA
TOWWERUK
BOYD
YADABAL
BUNGUNGAH
MURRAY DOWNS
RESUMED AREA
CUNNINYEUK
NEARROONGAROO
WERAI
CURRPO
MERRAN
LEASEHOLD AREA
WANDARADGET
JIMARINGLE
GYNONG
CHOWAR
COCKRAN
TOOLMAH
NOORONG
YELLIMONG
WILLAKOOL
BEEMORE
YALLAKOOL
SWAN HILL
MELOOL
MOORONGATTA
BEREMEGAD
TOOLON
BOORIT
CORRY
MELLOOL
GNUIE
GONN
FOREST RESERVE
1795
COBWELL
MARAH
NUNNAGOYT
WHYMOUL
MIA MIA
PORTHOLE
PUGGARMILLY ISLAND
DANBERRY
BARHAM
THULE FOREST RESERVE
No 1137
TITTIL
Notified 15th May 1874
CANGAN
TANTONAN
Co. OF CADELL
(SOUTHERN SHEET)
COUNTY OF WAKOOL
NEW SOUTH WALES
1878
SCALE
Photo-lithographed at the Government Printing Office.
Transferred to stone and printed at the Surveyor General's Office, Sydney, N.S.W.
DISTINCTIVE BOUNDARIES
County
Parish
Town
Suburban
Land District
Reserve from Lease
V.R. Village Reserve.
W.R. Water do.
F.R. Forest do.
T.S.R. Travelling Stock do.
P.C.R. Public Camping do.
R.R.F. Res. for Refuge from Flood.
Surveyed and Reserved Roads
Tracks
Black pencil line on original shown on this map thus
Stout red
Blue pencil
Other blue lines
Stout brown broken line
Thin
Other brown lines
PHOTO-LITHOGRAPHED AT THE GOVT. PRINTING OFFICE, SYDNEY, NEW SOUTH WALES.
(Sig. 341)

A

ENCLOSURE TO Nº 47

COUNTY OF WAKOOL

Shewing Road from Coobool Island towards Swan Hill



Notes

Brown line on original shown on this map thus

Blue lines " " " " " " "

Black broken line " " " " " "

(Sig. 341)

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

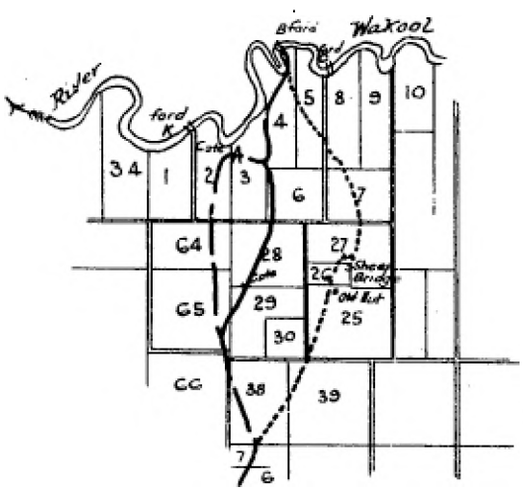
Dep^t of Lands Encl 1888 $\frac{102}{38}$ R^ds Bch
L.B.D. No 4927 26 Sep 94 Encl. H.O. Hay

ENCLOSURE TO No 52

Tracing "M"

Referred to in 3rd paragraph of my letter No 9430 Sept 18th

Sd Richd. W. Lawrence
Surveyor



Notes

Blue line an original shown on this map thus ————
Firm Brown line — — — — — —
Broken . . . . . .

(Sig 341.)

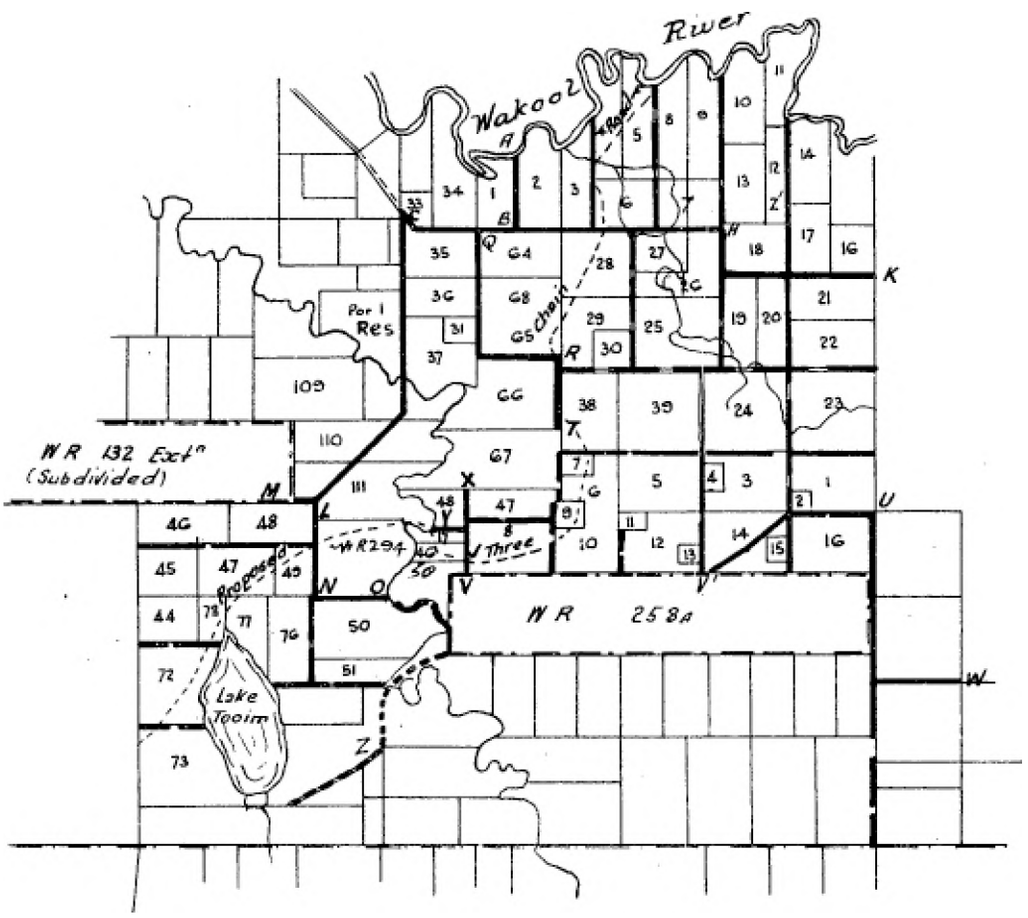
PHOTO-LITHOGRAPHED AT THE GOVT. PRINTING OFFICE.
SYDNEY, NEW SOUTH WALES.

Ed J 24 10 95

Dep^t of Lands Encl 1888 102/38 R^ds Bch
L.B.D. No 4927, 26th Sepr 94 Encl H.O. Hay

ENCLOSURE TO No 52

Tracing 'P'



Blue band on original indicates Roads that may be alienated, shown here thus
Brown - - - - - to be retained - - - -
Broken brownband - - - of doubtful use

(Sd) Richd Sommerville
Licensed Surveyor

Transmitted to the District Surveyor with my letter of 18th Sepr No 94, 30
(Sig 341)

Ex 24 10 95

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

ENCLOSURE TO No 57

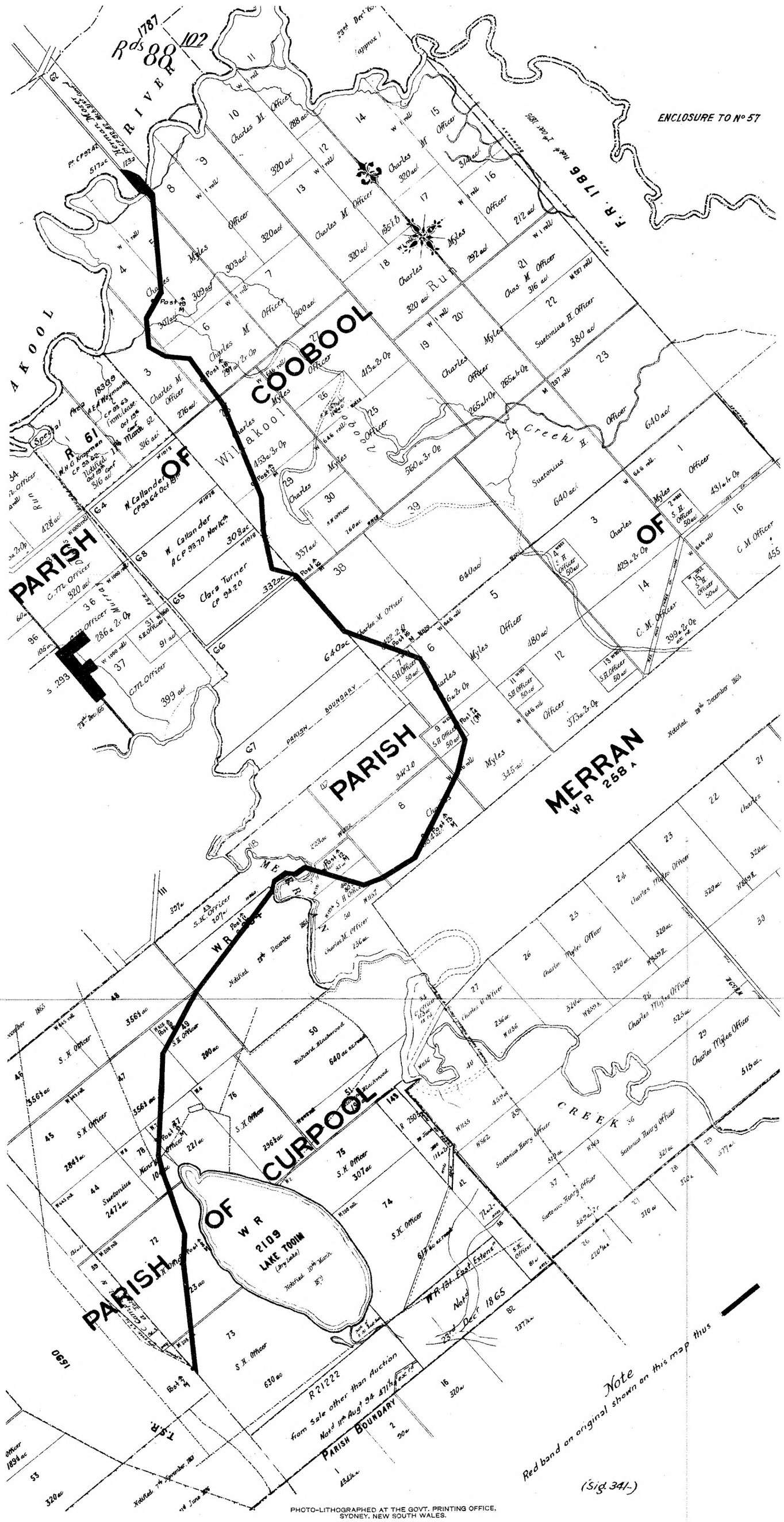


PHOTO-LITHOGRAPHED AT THE GOVT. PRINTING OFFICE,
SYDNEY, NEW SOUTH WALES.

1895.

LEGISLATIVE ASSEMBLY.

NEW SOUTH WALES.

PARLIAMENTARY STANDING COMMITTEE ON PUBLIC WORKS (PYRMONT BRIDGE.)

(CORRESPONDENCE RESPECTING EVIDENCE OF MR. SELFE AND MR. HICKSON, AND TO AN ALLEGED MISREPRESENTATION SAID TO BE PRINTED ON PAGE 284 OF REPORT.)

Ordered by the Legislative Assembly to be printed, 19 *November,* 1895.

RETURN to an *Order* of the Honorable the Legislative Assembly of New South Wales, dated 11th June, 1895, That there be laid upon the Table of this House,—

"Copies of all correspondence between the Minister for Public Works, Mr. "Norman Selfe, and the Chief Commissioner for Roads, having reference "to the evidence of Mr. Selfe and Mr. Hickson, and to an alleged "misrepresentation said to be printed on page 284 of the report of the "Standing Committee of Public Works on Pyrmont Bridge."

(*Mr. Kidd.*)

SCHEDULE.

NO.		PAGE.
1.	Mr. Norman Selfe to the Secretary for Public Works. 18 January, 1895	1
2.	The Under Secretary for Public Works to Mr. Norman Selfe. 30 January, 1895	2
3.	Mr. Norman Selfe to the Under Secretary for Public Works. 1 February, 1895	3
4.	The Secretary to the Parliamentary Standing Committee on Public Works to the Under Secretary for Public Works, with enclosures. 27 June, 1895	3

No. 1.

Mr. Norman Selfe to The Secretary for Public Works.

Sir, 279, George-street, City, 18 January, 1895.

I have just ascertained from a perusal of the report, recently presented to Parliament by the Standing Committee on Public Works relating to Pyrmont Bridge, that gross misrepresentations have been printed with, and are contained in, such report, improperly disparaging evidence given by me, which misrepresentations, I distinctly understood from the officer of your Department, who made them, were to be withdrawn. I do not believe that it is the desire of yourself or the Government that citizens who serve the country to the best of their ability, when officially asked to do so, should be wronged and misrepresented by Government officials for so doing; I therefore ask your attention to the following facts.

Having been duly summoned, I gave evidence before the Pyrmont Bridge Committee on the 16th and 17th of last October, appearing first as a representative citizen of Sydney, and secondly as one of the leading engineers of the Colony, in the latter position much against my personal inclinations, as I had never volunteered any evidence on the subject. I remembered, however, that by my evidence given before a Parliamentary Committee some years before, I had been instrumental in saving the Colony hundreds and thousands of pounds in connection with the reconstruction of the Circular Quay, and that Parliament had voted me the sum of £500 for such services, after adopting my views, and abandoning their original plans. I also remembered that the Public Works Committee had been much influenced by my evidence (as shown by their report) on the wharfage of Woolloomooloo Bay. I therefore, in good faith, put myself to a great deal of trouble and expense to obtain plans and estimates, before giving evidence concerning Pyrmont Bridge.

[595 copies—Approximate Cost of Printing (labour and material), £3 7s. 9d.]

As a citizen, I could not conceive why it was desirable to spend £220,000 on a bridge at Darling Harbour to replace one which had cost say one sixth of that sum, and had served the city well for nearly forty years; and I knew that if purely utilitarian considerations prevailed, about £100,000 would build a bridge that would answer all the purposes of a monumental structure at, say, double the cost; and I did not conceive that the Colony was in a position to waste £100,000 for sentiment, on—figuratively speaking—a mud hole like Darling Harbour. Anything I said was, and is open to proper criticism, but although I strictly refrained from professional criticism of the Departmental plans, I appear to have brought myself most unwittingly into personal antagonism with two branches of your great Department, and to my astonishment, I found that Mr. Hickson, Engineer for Bridges,—after consultation with another branch—had placed before the Committee, a mutilated and garbled extract from a Parliamentary paper ten years old. That in order to show that my estimates for bridges were not reliable, he had quoted from a minute of Mr. Goodchap (as Commissioner for Railways), dealing with a bridge over the railway at Darling Harbour, which minute in its entirety shows clearly and absolutely the Commissioner's opinion that my plans "were in no way adopted" for such a bridge, and that I was in no way responsible for the bridge that was built, although my general ideas had been adopted. But, without any marks to indicate that the above quotation was omitted, detached portions of the minute before and following it were pieced together, with a view to show that I had given an "absurd" estimate of £7,500 for a bridge to accommodate the public at William Henry Street, because such bridge was built some years afterwards regardless of cost, and had actually cost the country £22,000. It is not necessary for me to point out to you, sir, that plenty of cases might arise, where a bridge to cost £7,500 would meet the requirements of the public at one time, and that subsequently, Government might build a bridge to cost four times as much on the same site; it is in fact proved in this very inquiry, by Mr. Hickson, as a Government engineer, now proposing and recommending the expenditure of £220,000 for a new Pyrmont Bridge, where Mr. Moriarty, as a private engineer erected the present structure at, say, one sixth of that cost, at a time when labour and material were perhaps double their present value. But it is necessary, sir, to point out to you that it is absolutely clear Mr. Goodchap wrote the minutes referred to, to show that I was in no way responsible for the bridge, as carried out at Darling Harbour (although my general plans and ideas had been appropriated) and as an argument against paying me for such plans and ideas; and yet your officer, Mr. Hickson, ten years after, mutilates that minute, and pieces together two disconnected parts to make it appear that I was responsible for the William Henry Street, Bridge; that a work had cost £22,000, which I had estimated for at £7,500; and that, therefore, the evidence of the engineer with the widest experience, perhaps, of any professional man in this Colony, on the cost of an engineering structure, was utterly valueless and absurd.

This misquotation and misrepresentation was pointed out to Mr. Hickson, directly it was made in November, last, and as I distinctly understood from that gentleman in writing, that such portion of his evidence was to be withdrawn, I felt sure its introduction then had been an inadvertence, but not having heard from him since, I am now simply confounded and astonished at it being printed with the evidence, and laid before Parliament. I feel, sir, that if such treatment of a witness is not promptly disavowed by you, it will distinctly affect the search after truth in the future by the Public Works Committee. My long established professional position and reputation are not likely to be seriously influenced by this misrepresentation; but, in the interests of younger engineers without the advantage of a Government appointment, who may be summoned for the benefit of their wide experience, I most respectfully ask:—

First,—If you approve of your officers perverting or misquoting public documents, or otherwise making misrepresentations for the purpose of disparaging evidence, given in good faith at the request of a committee appointed by Parliament; and

Secondly,—If you will take steps to acquaint Parliament with this fearful misquotation and mutilation of Mr. Goodchap's minute on page 284 of the Committee's report, and the entirely false impression conveyed thereby.

Copies of correspondence with Mr. Hickson on this subject are enclosed.*

I have, &c.,

NORMAN SELFE, M.I.C.E., M.I.M.E., M.I.N.A., &c.

Submitted.—J.B., 22/1/95.

Mr. Selfe may be informed that I have no control whatever over the evidence given before, or printed by direction of, the Standing Committee on Public Works, nor can I put myself in the position of expressing an opinion as to whether any evidence, when given, is a perversion of truth, or given for the purpose of disparaging the evidence of others. If, however, Mr. Selfe considers himself to have been misrepresented, or that his evidence has been disparaged, I feel sure the Chairman of the Committee will take such steps on his behalf as will put him right with the country.—J.H.Y., 24/1/95.

Mr. Hickson to see.—J.B., 30/1/95. Seen.—R.R.P.H., 1/2/95.

* See enclosures appended to No. 4.

No. 2.

The Under Secretary for Public Works to Mr. Norman Selfe.

Sir, Department of Public Works, Sydney, 30 January, 1895.

With reference to your letter of the 18th instant, in which you complain that, in the report presented to Parliament by the Parliamentary Standing Committee on Public Works, gross misrepresentations have been printed, which improperly disparage evidence given by you before that body in connection with the Pyrmont Bridge Inquiry, I am directed by the Secretary for Public Works to say that he has no control whatever over the evidence given before, or printed by direction of the Parliamentary Standing Committee on Public Works, nor can he put himself in the position of expressing an opinion as to whether any evidence, when given, is a perversion of truth, or given for the purpose of disparaging the evidence of others. If, however, you consider yourself to have been misrepresented, or that your evidence has been disparaged, the Chairman of the Committee will, Mr. Young feels sure, take such steps on your behalf as will put you right with the country.

I have, &c.,

J. BARLING,

Under Secretary.

No. 3.

No. 3.

Mr. Norman Selfe to The Under Secretary for Public Works.

Sir, 1 February, 1895.

I have the honor to acknowledge yours of the 30th in reply to mine of the 18th ultimo.

I appear, unfortunately, to have been somewhat misunderstood. First,—My complaints are not altogether that I have been misrepresented in a printed report presented to Parliament, but that I have been misrepresented by an officer of your Department. Secondly,—I did not assume that Mr. Young directly "controlled" the printing of the report of the Committee of Public Works, but I did assume that the Engineer for Roads was under his direct control; and I am at a loss to interpret your meaning when you state that he has "no control over the evidence," unless it means that when the officers of your Department appear as witnesses before that Committee it is as private individuals, and not officially. I am, however, subject to correction, still of opinion that an officer giving evidence in such a case is the official of the Minister and his Department. Thirdly,—I in no place asked the Minister to express an opinion on the "perversions" referred to; as they are printed in official documents of your Department both original and "perverted" minutes are always able to speak for themselves. But I did ask, and ask again, for the information of the outside public, and experts who are continually being summoned to give evidence in the interests of the Colony on public works, if Mr. Young approves of officers of his Department making such perversions as have been referred to.

I have to express my thanks to the Minister for his suggestion that I should refer the matter to the Chairman of the Committee; had Mr. Hickson, after leading me to believe that the misrepresentation was to be withdrawn (when he withdrew also any personal injury I might have felt), informed me that the objectionable matter was likely to be printed, then would have been the time to see the Chairman, and have it expunged before printing, but the paper has now been laid before Parliament.

Finally, with regard to your concluding paragraph, I must point out that the result to me of the disparagement of my evidence by such means is of very little importance, and it is not on that account I have brought this matter forward, but the dishonouring of the great department of the State over which Mr. Young presides, which should be kept pure and free from actions calculated to bring a blush to the Minister's cheek, is a much more serious matter. It is in the interests of the State and of your Department that I ask Mr. Young to leave a minute, or in other ways take such steps as he may approve, to prevent a repetition of the treatment to which I was subjected, being meted out to future witnesses, who may be called upon to serve the State in connection with a Public Works inquiry.

I have, &c.,
NORMAN SELFE.

Submittted.—J.B., 11/2/95. May be acknowledged.—J.H.Y., 11/2/95. This has already been done.—J.W.H., 13/2/95.

No. 4.

The Secretary to the Parliamentary Standing Committee on Public Works to The Under Secretary for Public Works.

Sir, 27 June, 1895.

In forwarding to you copies of letters sent by Mr. R. R. P. Hickson to this Committee, with reference to certain evidence regarding Mr. Norman Selfe given by Mr. Hickson in the Committee's inquiry respecting the proposed removal of the Pyrmont and Glebe Island Bridges, I am directed to say that the Committee desire to state that their reason for not allowing the sworn testimony of Mr. Hickson to be altered, was that it had already been submitted to that gentleman, and revised by him, and the part objected to not eliminated.

I have, &c.,
CHARLES LYNE,
Secretary.

[*Enclosures.*]

Dear Sir, Roads, Bridges, and Sewerage Branch, Sydney, 12 November, 1894.

In fairness to Mr. Norman Selfe, I forward herewith, for the information of the Public Works Committee, correspondence I have had with that gentleman, and would ask the Committee to allow me to omit from my evidence, any allusion to Mr. Selfe's connection with Pier-street Bridge.

I have, &c.,
ROBERT HICKSON,
Commissioner for Roads.

To the Secretary of the Public Works Committee.

Pyrmont Bridge Inquiry.

My dear Mr. Hickson, 7 November, 1894.

I have just ascertained from the records of the Public Works Committee, that at a recent sitting, and with a view to disparage evidence previously given by me before the same body—you misquoted from a Parliamentary Return ten years old, citing a portion of a minute by Mr. Goodchap 23/3/84, to the effect that in the opinion of that officer of the Government, a certain estimate which I had given some years before for a bridge at William Henry Street, Darling Harbour, "was altogether absurd," as the bridge actually constructed had cost so very much more than my estimate.

I find that in quoting the minute, you took some disconnected portions, and omitted the central and more important part of the minute to the effect that my plans were not adopted; such words clearly showing that no criticism of my estimate or proposals was under the circumstances possible.

Further, had you looked on the previous page of the same document to that from which you quoted, you would have seen another emphatic minute of Mr. Goodchap, 21/3/84, in which he also stated that Mr. Selfe's plan (for this bridge) had been in no way adopted.

From this you will of course see that what really was "altogether absurd" in these minutes made use of by you—was the attempted comparison of a certain proposal made by me in the year 1879, with an altogether different work carried out by some one else some years after. You are in a position which enables you to understand how the general and original ideas embodied in a given proposal, may be appropriated, and yet the actual work be carried out in a much more elaborate and costly way than originally intended.

The return, from which you quote, shows clearly that my method of getting over a difficulty which had arisen at William Henry Street was adopted, and it also shows that from the time I first made the suggestion of a bridge at this spot until the papers were printed, I was never communicated with as to the cost of the work.

I am, therefore, exceedingly sorry and surprised, that a gentleman occupying such a high position as a public servant as you do, should have misquoted the minute, and put a mutilated statement calculated to deceive before a public body, such as the Works Committee, and in a way that might injure an engineer with a reputation less surely grounded than mine is, the more so, because the full text of the minute, if properly quoted, carries a full refutation of the insinuation actually conveyed, by the garbled extract given. I shall be glad, therefore, to have your explanation that the misrepresentation made to the Committee was the result of inadvertence.

I am, &c.,
NORMAN SELFE.

R. R. P. Hickson, Esq., M.I.C.E., Chief Engineer for Roads, Public Works, Sydney.

P.S.—I have just noted that, after all, the difference between my estimate for a bridge at William Henry Street, and the cost of the work actually carried out by the Railway Department, is not nearly so great as the difference between the actual cost of the present Pyrmont Bridge, and your estimate for the structure you have designed to take its place.—N.S.

Dear Mr. Selfe,

Roads, Bridges and Sewerage Branch, Sydney, 10 November, 1894.

I hasten to reply to your letter of the 7th instant, which only reached me this morning.

I am exceedingly sorry if I have in any way misquoted the minute you refer to, and will take an early opportunity of going most carefully through the matter again, and if I find your contention is correct I need not say I will take immediate steps to rectify the misunderstanding. I may say that I quoted the Parliamentary paper, not with a view of in any way disparaging your engineering abilities, but to show how dangerous it is to accept an estimate from any person made up in the short time that was at your disposal to make up your estimate for Pyrmont Bridge. I may further add that I was very adverse to even quoting the paper at all, but after a consultation with some people outside my own branch I was recommended to do so.

If, after perusing the minute you refer to, I find my contention is right, I will ask you to kindly call and see me, and will talk the matter over.

Believe me, &c.,
ROBERT HICKSON,
Commissioner for Roads.

P.S.—I rather fail to see the point of your P.S.

Norman Selfe, Esq., M.I.C.E.

Pyrmont Bridge Inquiry.

Dear Mr. Hickson,

Sydney, 10 November, 1894.

I have to thank you for yours of this morning *re* the above. As I spoke with the very greatest respect of your proposals when some members of the Committee attempted to draw me into giving opinions on them, I was very unwilling to think that you would knowingly misrepresent me before the same body. With your explanation I am quite at ease.

The points in the P.S. are—

First,—The absurdity of Mr. Goodchap's remarks *re* estimated and actual cost of bridges for the William Henry Street site (nominally the same but actually quite different), and

Secondly,—The utter absence of anything to warrant Mr Goodchap's opinion being quoted in connection with estimates for a bridge at Pyrmont site, shown by the fact that whereas the difference between the cost of the two structures at William Henry Street ranged from £5,000 to £20,000, the actual costs and estimates for a Pyrmont Bridge range from £30,000 to £200,000.

Very truly yours,
NORMAN SELFE.

Robert Hickson, Esq., M.I.C.E., Engineer-in-Chief, Roads and Bridges.

Dear Mr. Selfe,

Roads, Bridges and Sewerage Branch, Sydney, 13 November, 1894.

I have carefully re-read the Parliamentary paper referring to the Pier-street Bridge, and although I really cannot see that I have put a wrong construction on the matter, I have decided, in case there should be the slightest doubt on the subject, and to avoid introducing personalities, to ask the Committee to allow me to expunge that portion of my evidence bearing on the matter.

Believe me, &c.,
R.R.P.H.

Norman Selfe, Esq., M.I.C.E.

Sydney: Charles Potter, Government Printer.—1895.

1895.

NEW SOUTH WALES.

MILITARY FORCES OF THE COLONY.

(REPORT FOR YEAR 1894.)

Presented to Parliament by Command.

REPORT for the Year 1894 by Major-General E. T. H. HUTTON, C.B., Aide-de-Camp to Her Majesty the Queen, Commanding the Military Forces of New South Wales.

PART I.

1st SECTION—GENERAL REPORT.

(1) ADMINISTRATION.

THE reconstruction of the Headquarter Staff, carried out during 1893, has been in every respect successful. The whole of the Departments have worked harmoniously and well.

The amalgamation of the Military Secretary's Department as the administrative department with the executive branches of the staff has more than justified the changes effected in June, 1893. Not only has the Pay and Ordnance been directly and properly supervised, but the Finance Branch of the Department has controlled the expenditure of the Military Vote under each sub-heading, so that the Major-General Commanding is able at any moment to know exactly what money is available for any service that may be necessary.

In order to insure a rigid economy, the expenditure of all public moneys by individual officers and staff has been further submitted to the Assistant Quarter-Master General as to its correctness, in accordance with General Orders and Regulations, before receiving the consideration of the Military Secretary's Department, Pay (or "B") Branch. The consequence of this supervision, only possible under the existing system, has been a very considerable economy in travelling and other claims.

I am of opinion that a reduction in the clerical staff of the Military Secretary's Department may be carried into effect on and after 1st July, 1895.

(2) REDUCTIONS.

The *pro rata* reduction in pay for the officers of the Staff and Permanent Forces effected in 1893 has worked satisfactorily in all respects. The new scale, based as it is upon a recognised and reasonable scale, equal to that enjoyed by Imperial officers serving in South Africa, where the conditions of life are similar, has proved to be satisfactory and acceptable to all concerned.

Officers, for the first time, are beginning to realise the advantages of their pay and emoluments being placed upon a defined and settled basis, instead of being subject to indefinite and capricious alteration.

The result also of the pay and promotion of officers being conditional upon their zeal and professional capacity, in place of upon such influence as they might bring

[825 copies—Approximate Cost of Printing (labour and material), £25 6s. 0d.]

bring to bear, is beginning now to show fruit. It is useless to expect that officers will devote their time and energies to their duties and to the acquirement of the scientific knowledge of their profession, which is so vital to their own efficiency and so essential to the interests of the State, if their remuneration is not a fixed quantity. It is of the utmost importance that their pay, &c., shall be based upon a defined system, and that their promotion and appointment shall be made contingent upon their professional value.

The reduction in the pay of the whole of the Partially-paid Force has been carried out.

This reduction was fixed at 20 per cent. upon their daily pay, and was originally based upon the understanding that an opportunity would be afforded the men of earning the whole of the money to which they are entitled under the existing Regulations, viz., £10 per annum for each private in place of £12, as in previous years.

It is much to be regretted that the condition of the finances of the Colony did not admit of this original proposal being carried out, and that although the pay was reduced 20 per cent. the opportunity was not afforded the private soldier to earn more than £6 8s., in place of the £10 above mentioned. The total reduction in pay, therefore, which the private soldiers of the Partially-paid Forces have experienced in 1894 has been £5 12s., or 48 per cent. of the pay to which, under the Regulations prior to 1894, they were entitled.

While reduction in wages elsewhere has been met by strikes and agitation, I have pleasure in submitting as a proof of the excellent spirit of discipline, patriotic zeal, and ready acquiescence in orders which permeate the whole Force, that not only has this very large reduction in pay been accepted as the necessity of the moment, but that the establishments of the various branches of the Military Force of the Colony have not at any time since 1888 been so well maintained.—*Vide* Appendix A.

(3) Reorganisation Effected.

The reorganisation of the Mounted Brigade, the Artillery (both Field and Garrison) and the reconstruction of the Corps of Engineers, the Army Service Corps, Barrack Department, and Ordnance Department, have been in every respect satisfactory.

The system of decentralising authority and of giving specified and responsible duties to each officer and man has been followed by a marked increase of efficiency and zeal in every branch of the Force and in every Department.

The high standard of intelligence and education makes this system of individualising each man especially successful among the New South Wales troops.

(4) Training.

Elementary training of Officers.

The elementary training and instruction of officers has now been insured by the following Schools of Instruction which have been instituted, and which in each case have been followed by distinct and satisfactory results :—

Mounted Brigade.

Cavalry and Mounted Rifles

Commandant—Captain and Adjutant G. L. Lee, N.S.W. Lancers.

School of Instruction—Courses of ten and twelve days for officers.

Courses of twelve days for staff-sergeants and non-commissioned officers.

Artillery.

Commandant—Major W. T. Bridges, N.S.W. Artillery.

School of Gunnery—Long course of four months for officers, four months for non-commissioned officers; and short course of Gunnery—eight days for Garrison Artillery (partially paid) officers.

Infantry.

Commandant—Major and Adjutant M. W. Bayly, General Staff.

Infantry School of Instruction—Courses four, ten, and twelve days respectively for officers.

Courses twelve days for staff-sergeants and non-commissioned officers.

Medical

Medical Staff Corps.

Commandant—Brigade-Surgeon Lieut.-Col. W. D. C. Williams, Principal Medical Officer.

School of Instruction,—(*a*) Ambulance and First Aid (elementary) Courses, eight days for officers, eight days for non-commissioned officers and men; (*b*) Bearer Company and Field Hospital Courses, six days for officers, non-commissioned officers, and men.

Military Equitation.

Commandant—Lieut.-Col. H. P. Airey, D.S.O., Commanding Brigade Division, Field Artillery.

School of Military Equitation—A course for officers, non-commissioned officers, and men which varies in duration.

A School of Instruction for Field Artillery and Classes of Instruction in Machinery for officers and men of the Garrison Artillery will be instituted during the current year.

Short Courses of Instruction in Field Engineering for officers and non-commissioned officers of the Mounted Brigade and Infantry will be further arranged.

The numerical returns are given in Appendix B., which show that a very satisfactory proportion of the officers of all branches of the service have availed themselves of the opportunities for instruction now afforded them.

"A" Battery Brigade Division Field Artillery have supplied the horses and men required for the Cavalry School of Instruction, and much of the success attending these courses is due to the zeal and interest shown by the officers, non-commissioned officers, and men of "A" Battery in this duty. The 1st Garrison Division (Permanent) Artillery have provided the non-commissioned officers and men required for the Infantry School of Instruction. The drill has been beneficial to them as well as necessary to the school.

(5) Higher Training of Officers.

I have in a previous report stated that the higher training of the New South Wales Forces generally can only be secured in two ways—first, by sending officers to England for lengthened periods for practical and theoretical instruction; and, second, by sending officers to India for shortened periods of practical training and military experience.

This principle has been approved by the Government, and the following officers have undergone, or are undergoing, the above description of training, with the results stated against their names:—

United Kingdom.

Captain H. Le Mesurier, N.S.W. Artillery, left on the 19th October, 1893, and will return February, 1895. This officer has passed very satisfactory examinations in Artillery, &c., at Woolwich and Shoeburyness, and has obtained the highest honor usually awarded.

Lieutenant P. T. Owen, Corps of Engineers and Staff Officer for Engineer Services, returned from England, 12th November. This officer has qualified at Chatham in the various branches of the Engineer service. A very satisfactory report has been received as to his proficiency, and as to his application while under instruction.

Captain L. H. Kyngdon, N.S.W. Artillery, left 15th October, and will return January, 1896, after undergoing a course of Artillery instruction at Shoeburyness, Woolwich, and Aldershot.

India.

Major and Brevet Lieutenant-Colonel H. P. Airey, D.S.O., Commanding Brigade Division Field Artillery, was attached to Horse Artillery, Field Artillery, and Cavalry in India from November, 1893, to March, 1894.

Captain J. M. Antill, General Staff, Adjutant N.S.W. Mounted Rifles, was attached to Infantry and Cavalry for two months respectively.

Lieutenant M. A. Hilliard, General Staff, Adjutant 3rd Infantry Regiment, was attached to the Infantry for three months and to the Cavalry for one month.

In

In each case very satisfactory reports have been received of the proficiency and zeal of the above officers while in India.

The following officers are now in India undergoing instruction with Artillery, Cavalry, Infantry, and on the Staff, namely :—

Lieut.-Colonel H. D. Mackenzie, A.A.G.; Captain H. W. Dangar, N.S.W. Artillery; Captain J. W. M. Onslow, N.S.W. Mounted Rifles; Captain J. G. Legge, General Staff.

Provided that officers selected are well grounded in the elementary portion of their profession, the practical experience with the Imperial troops in India is of exceptional interest and of incalculable advantage to the officers themselves, and through them to the efficiency of the New South Wales Force generally.

An excellent result has already followed from the training and experience gained by the officers who have been so trained. I have strongly and consistently advocated the principle of so raising the standard of military education and proficiency in the Colony that the senior commands and staff appointments may, in the future, be held with equal advantage to the State, by officers belonging to the Colonial forces. It is inconsistent for New South Wales to look to the Imperial Service for officers to assist even in times of peace for instructional purposes or for staff employment, and still less in times of national emergency, as it is precisely at such a time that all available officers of experience and capacity will be most required by the Imperial Government.

I trust that the time may not be far distant when the Permanent Artillery will be able for the most part to supply the officers necessary to fill the responsible positions on the staff of the army as well as in the Artillery itself. This can however only be insured, as I have previously urged, by placing a commanding officer possessing the requisite qualifications at their head.

The United Service Institution of New South Wales, by its library, its lectures, and by its discussions on military subjects, has contributed in no small measure towards raising the standard of technical knowledge among the officers of all branches of the Military and Naval Forces.

(6) Training of Troops.

A system of annual field training has been instituted for the whole of the squadrons, batteries, and companies of the Military Force.

Each squadron, battery, and company now goes through a complete course of annual field training, in accordance with a given syllabus of instruction, under its own officers, thus—

The battery and each company of Permanent Artillery goes through a course of thirty days' training.
Each squadron of Cavalry and company of Mounted Rifles, six days' training.
Each battery of Partially-paid Field Artillery, twelve days' training.
Each company of Partially-paid Garrison Artillery, twelve days' training.
Each company of Infantry, five days' training.
Each company of Medical Staff Corps, seven days' training.

Non-commissioned officers receive additional instruction before the commencement of their company course.

It is proposed to increase the length and enlarge the scope of this annual training during 1895–6.

Special efforts will be made in future to make these courses for the P.P. Troops as continuous as possible.

A return showing the number of efficients during the year will be found in Appendix C.

(7) Artillery Practice.

Artillery shot practice has been carried out during the year as follows :—

Brigade Division—Field Artillery,—
"A" Battery—2 days; 165 rounds.
"B" Battery—2 days; 71 rounds.
"C" Battery—2 days; 71 rounds.
1st Garrison Division—An annual course.
2nd Garrison Division—A short annual course.

(8) Advanced or Field Training for Troops.

Every advantage has been taken of giving such tactical instruction as the opportunities of a concentration of troops for a few hours have rendered possible, but it is with great regret that financial considerations have prevented me from giving the senior officers and the troops generally that higher instruction in a camp of continuous training, which is so indispensable to any army which aspires to practical efficiency in the field.

The opportunities of tactical training and of the leading of considerable units have been almost wholly wanting during the last four years in New South Wales. The result is that there are few senior officers who have the necessary experience to command bodies of troops in the field.

It should be continually borne in mind that the individual instruction of troops in small units is the elementary stage only of military training, and that no army can have any pretention to efficiency in war which does not give its members, more especially its senior officers and staff, the instruction in field training and practical experience in administering and commanding the larger and more important units of command. This experience cannot be obtained by occasional drills in isolated districts.

The advanced, or field training, which can only be given by continuous training in a camp, is the very essence of military efficiency with modern armies, and disaster in war must attend that nation which neglects this universally accepted and necessary factor for military efficiency.

(9) Local Camps.

In the absence of a camp of continuous training on a large scale, smaller camps for short periods of two and three days have been carried out as follows, the particulars of which are given in Appendix E:—Tenterfield, Wollongong, Long Bay, Bathurst, Singleton, Lismore, Sydney (Middle Head and South Head), Picton, and Moss Vale.

Great advantage has resulted from these small camps, in that the local troops have been assembled in the districts from which they are recruited, and the military service has been presented in a popular and advantageous aspect to the population on which they must depend for recruits.

From a practical point of view, however, and as training to the troops concerned, these camps are too short for as much real military instruction as is necessary for the standard of efficiency indicated in paragraph (8).

(10) Defence Scheme of the Colony and Mobilisation for War.

The defence scheme, with the detailed instructions and maps, for the Commandants of Districts, has been published and distributed confidentially to all officers holding responsible positions in connection with the defence of the Colony. Every probable form of attack is therein considered, and the officers concerned are directed to make themselves conversant with the locality allotted to them, and frame the necessary orders for the troops under their command.

The defence of the Colony is divided into the following districts namely:—

1. Port Jackson District.
2. Botany District.
3. Sydney and Coast District.
4. Newcastle District.
5. Reserve of the Colony, or Movable Column.

The whole of the troops on peace footing detailed to Districts 1, 2, 4, and part of 3, have been mobilised at the places allotted to them, and have been further exercised in defence schemes or tactical operations based upon the possible forms of attack indicated in the instructions to District Commandants.

This system has had the double advantage of associating men and officers together under their own leaders, and of familiarising them with the localities to the protection of which in time of war they have been allotted.

(11) Permanent Artillery.

I much regret that my recommendations as regards the two senior officers of the Artillery have not yet been carried out. I have already stated in my last Annual Report that it is impossible that the Artillery service can be in a satisfactory condition so long as the present officers remain at its head. The

The Officer Commanding the Artillery Forces, recognising the importance of his responsibilities and the necessity for an officer of high professional attainments and artillery knowledge to fill his position, applied to be allowed to retire on 28th November, 1894, upon the understanding that his past services should be adequately considered by a gratuity upon his retirement. This application I have recommended and forwarded in due course.

The Officer Commanding the 1st Garrison Division, besides being professionally unequal to the modern requirements of his position, has been found by a Medical Board, held in September last, to be unfit for military service. This officer has forwarded an application to retire upon a gratuity, which I have recommended for favourable consideration.

I very strongly urge that, as I have previously recommended in my report for 1893, the Officer Commanding Artillery Forces, and the Officer Commanding the 1st Garrison Division (Permanent) Artillery, whose pay and emoluments amount to £1,076 and £776 per annum respectively, should be replaced by a specially selected officer of the Royal Artillery for a term of three years at £1,000 per annum. One properly qualified officer could well replace the two above-named officers. The above-mentioned officers have already been recommended to receive a gratuity upon their retirement in consideration of the twenty-three years service which they have rendered to the Colony. I trust that means may be found to carry out this important change without further delay.

At the termination of three years command by the Royal Artillery Officer recommended in my annual report for 1893, it should be easy to replace him by one of the less senior of the officers of the Artillery of the Colony, several of whom, with increased experience under a competent Commanding Officer, bid fair to become officers of high capacity and very satisfactory military attainments.

The Colony has, approximately, expended in its defence a sum of £5,000,000, of this amount, £1,000,000, in round numbers, has been spent in guns, forts, equipment, and matériel, the whole of which is now in the charge of the Artillery Forces. Under the "Queen's Regulations," the control and administration of this property is the duty of the General Officer Commanding, and that officer is responsible to the Government through the Chief Secretary for the economical management and professional charge of this large interest. I would urge in all sincerity that so great a responsibility, involving as it does a mass of technical detail, should not be placed upon the shoulders of a General Officer without the assistance of a competent Commanding Officer of Artillery. The Artillery Service is of a highly technical and scientific kind, and necessitates, as I have already pointed out, long experience and educational attainments of a high order. The age, antecedents, and technical knowledge of the present Officer Commanding Artillery Forces make it impossible that he can ever now acquire the requisite knowledge.

Under the heading "Training of Officers," the importance of having at the head of the Artillery Forces of the Colony an officer of recognised professional and scientific knowledge has been already dealt with, who should be able to train the officers under him and carry out a thoroughly sound system of Artillery administration and Regimental interior economy.

I regret that, without the assistance of a Commanding Officer of Artillery, upon whose capacity I can rely, I am unable to guarantee the security of Sydney as a naval base in time of war, and I am not prepared to accept the responsibility for the administration and maintenance of the public property, guns, forts, and matériel in charge of the Artillery of the Colony. It should be further borne in mind that, in the event of the ill-health or absence of the General Officer Commanding, there is no officer of senior rank now serving in the Colony who has the professional knowledge and experience necessary to qualify him for assuming the command of the Military Forces.

The forts are now almost complete in equipment and matériel, and the magazines will shortly be completed with ammunition, based upon the scale laid down in Regulations.

Officers and men have striven to acquire a satisfactory knowledge of their duties, and the system of Company Annual Training has had distinctly good results. The average Artillery knowledge of the junior officers, thanks to the untiring zeal of the Commandant of the School of Gunnery, has made undoubted improvement.

The

The Company of Naval Artillery Volunteers to whom has been allotted, in accordance with the recommendations in my Report for 1893, the guns at Bare Island, have received a certain amount of elementary training in their use, and at the recent mobilisation in that district showed a fair proficiency.

(12) Engineers.

In October last, Colonel Renny-Tailyour, Royal Engineers, returned to England upon the completion of his three years' engagement to the Colony as Commanding Engineer. He has left the defence works of the Colony in a satisfactory condition, and it may be accepted that, with the exception of the telephone communication and electric light instalment of Port Jackson, now in course of construction, the defences generally connected with the forts are completed up to date.

No. 3, or Submarine Mining Company, Corps of Engineers, successfully laid the mine-fields of Port Jackson and Newcastle in forty-three and twelve hours respectively during the period of their annual training in 1894; and the submarine mine defences, upon which the safety of Port Jackson and Newcastle in a great measure depends, may now be considered to be in a satisfactory condition of efficiency.

The plans for the field-works, which are requisite for the defence of Sydney and Newcastle on the land side in the event of war, are now being drawn up. They will be laid out in plan and profile during the year 1895, as an exercise for the Field Companies of Engineers.

No. 4, or the Electric Company, has made satisfactory progress in the three separate branches into which it has been subdivided, viz.:—

(*a*) Electric or telephone.

(*b*) Field telegraphs.

(*c*) Mounted section for field telegraph service with the Mounted Brigade.

A system of intercommunication between the military and civil telegraph systems has been worked out by the officer commanding No. 4 Company, who is also Director of Military Telegraphs; and the whole of the coastal signal-stations and lighthouses are now in direct communication with the military centres, so that in case of war the whole civil system of telegraphs and telephones would work in conjunction with the military system of defence. A secret telegraph code has been arranged.

Lieutenant Percy Owen, who has recently returned from a complete course of instruction at Chatham, has assumed the staff duties for Engineer services upon the Head-quarters Staff. The senior officer of the Engineers, a partially-paid officer, has been placed in command of the Corps as regards discipline and interior economy, Lieutenant Owen acting as Adjutant.

The Government of Victoria will, so it was stated by the late Commandant at the recent Military Conference, place at the disposal of the New South Wales Government, when required, the services of a Royal Engineer officer, Major Reynolds, who is still serving in that Colony under his agreement as Consulting Military Engineer and Inspecting Officer. This plan will obviate for the time the necessity of carrying out the proposal of a Consulting Military Engineer, which I recommended in my report for 1893 should be appointed by joint agreement between all the Colonies of Australia and Tasmania.

The following works have been carried out during 1894 under the Commanding Engineer:—

New School of Gunnery and quarters for officers under instruction have been erected at South Head and approach completion; sheds for guns of "B" and "C" Batteries Field Artillery, for the ambulance waggons, Medical Staff Corps, and for the transport of the Army Service Corps have been erected at Victoria Barracks; the submarine mining station, test-room, and cable tank have been completed at Newcastle; the submarine mining pier at Chowder has been widened and lengthened; the military survey and military maps necessary for the defence of the Colony, but especially of Sydney, are approaching completion.

In order to complete the Artillery defence, depression range finding cells, the Fire Commander's and Section Commander's stations have been built where required; and emplacements for quick-firing guns have been constructed for defence of

of Port Jackson. The battery at Steel Point has been rearmed and a small pier erected. The renewal of the fort at Bare Island has been completed, and an improvement in its armament effected. The fort at Henry's Head is finished and ready for its armament.

I have recommended that married quarters for soldiers shall be erected at Middle Head and at South Head. This can be done at comparatively little outlay, and will save a considerable annual expenditure in lodging allowances.

I have every reason to be well satisfied with the amount of work carried out by the Commanding Engineer and the Staff Officer for Engineer Services during the year.

(13) Affiliation of Senior Cadets.

The affiliation of the recently disbanded Senior Cadet Corps to the existing regiments and corps bids fair to meet with ultimate success.

(14) Regimental and Corps.

Interior Economy and Financial Supervision.

From the commencement of 1895 a new system of financial regulations and of close supervision upon all regimental and corps accounts will be carried out by means of a General Board of Audit, and Regimental Financial Committees.

Railway Expenses.

Revised rates have been agreed to by the Railway Commissioners for all troops travelling on duty, whether by train or tram, and also upon all freights for military services.

Uniform—Change of.

After careful consideration it was found that the existing per caput clothing allowance was insufficient to maintain the amount of clothing laid down by regulation.

The red tunic and blue trousers, seldom required as they were, have therefore been abolished in the Infantry and Medical Staff Corps, and the grey jacket with a few minor alterations has been adopted for general use. Cord epaulets and cord ornaments will be added in full dress, and thus one description of coat and trousers only will be required to be maintained in place of two. The helmet, when the present issue is worn out, will be discontinued and replaced entirely by the Australian hat. It is proposed hereafter to substitute the present useless and unserviceable leggings by puttees, which are universally worn by British troops in India and other parts of the world where the climate is similar to Australia.

(15) Rifle Association Meeting.

The Mounted Competitions at the Rifle Association Meeting, held in October last, proved most successful. A large number of competitors assembled from all parts of the Colony, amounting to rather more than one-sixth of the total strength of the Mounted Brigade, and the results attained were, in every respect, a great improvement upon last year.

The entries for the "battle firing" competition for the Infantry were numerous, and the result on the whole satisfactory.

In the absence of continuous training in camp on a large scale, I attach the greatest importance to the above competitions, and I wish to bring to favourable notice the valuable services which the Rifle Association has rendered by instituting such useful and practical competitions. I trust that means may be found upon the next occasion to develop these military competitions.

(16) Honorable Distinctions.

Her Majesty the Queen has been pleased to extend the undermentioned honorable distinctions to the troops of the Colony :—

(*a*) Long Service Medal.—Awarded to non-commissioned officers and men of the Permanent Forces who have served for twenty years without a regimental entry in the Defaulter Book, under the Mutiny Act and the Army Act of 1881.

(*b*) The Volunteer Officer's Decoration.—Awarded to officers who have served for twenty years under the Volunteer Act of 1867 and amendments, and are recommended as worthy in every respect for this honorable distinction.

(*c*) Volunteer Long Service Medal.—Awarded to Non-commissioned officers and men who have served under the Volunteer Act of 1867 and amendments, for twenty years with credit and success.

Returns are now being prepared, and the decorations will, in due course, be issued to the recipients during the present year.

(17) Vacancies for Staff-sergeants.

The system of offering certain vacancies upon the Instructional Staff for competition among the members of the Military Forces of the Colony has been initiated.

The institution of Cavalry and Infantry Schools of Instruction, where the training of non-commissioned officers can be carried out, has rendered such an important step possible, and it is anticipated that a good result will follow, by throwing open to qualified men of all branches of the Service such a substantial reward for their efficiency.

(18) Federal Military Conference.

Upon the initiation of the Premier of New South Wales a Federal Military Conference assembled at Sydney upon the 24th October, 1894, and terminated its proceedings upon the 26th.

The following officers represented their respective colonies, namely :—

Major-General A. B. Tulloch, C.B., C.M.G., Commanding Victorian Military Forces.

Major-General E. T. H. Hutton, C.B., A.D.C. to the Queen, Commanding New South Wales Military Forces.

Colonel E. R. Drury, C.M.G., Commanding Queensland Military Forces.

Colonel J. M. Gordon, late R.A., Commanding South Australian Military Forces.

Captain P. R. H. Parker, R.N., Commander of Batteries, Tasmania.

Secretary—Major W. T. Bridges, New South Wales Artillery Regiment.

Assistant Secretary—Mr. J. W. Niesigh, New South Wales Headquarter Staff.

Major-General Tulloch, as senior officer present, was elected President.

The following agenda were submitted to the Conference by the New South Wales Government :—

1. To consider a general scheme of defence which shall be applicable on Federal lines to the whole of the Australian Colonies and Tasmania.
2. To consider what would be a fair allotment of troops for Federal purposes due from each colony, the existing Military Forces being taken as a basis, as any material increase at present is inexpedient.
3. To work out a Military Federal organisation applicable to the allotment above mentioned.
4. To consider the outline of a Military Bill which shall place the whole of the Australian and Tasmanian Military Forces on a similar basis as regards military service, pay, and discipline. Such a Bill could be adopted forthwith or be accepted only when national emergency arose.
5. The question of the appointment of a Consulting Military Engineer to promote the efficiency of the defence of the colonies.

A report was forwarded to the Premier of New South Wales upon the termination of the proceedings.

(19) Intercolonial Committee for Framing a Manual of Mounted Drill.

The want of a Manual for drill and interior economy suited to the Mounted Troops of Australia had for some time pressed itself upon the attention of all the Commandants of the Australian Colonies. An Intercolonial Committee was therefore convened by the New South Wales Government, and assembled upon the 30th October, 1894, composed as follows :— Major-

Major-General E. T. H. Hutton, C.B., A.D.C. to the Queen, Commanding New South Wales Military Forces, *President.*
Colonel J. M. Gordon, late R.A., Commanding South Australian Military Forces.
Lieutenant-Colonel Tom Price, Commanding Victorian Mounted Rifles.
Captain and Adjutant G. L. Lee, New South Wales Lancers (Secretary.)

A Report was forwarded on the 2nd November, 1894, and having been approved by the Government of New South Wales was circulated among the Australian Colonies and Tasmania.

A Manual of Drill for the mounted troops of Australia of a comprehensive nature is now in course of preparation.

(20) Headquarter Staff.

I have great pleasure in bringing to favourable notice the very valuable work done by members of the Headquarter Staff during the year 1894. It would be difficult to over estimate the value of the administrative and clerical work performed by all members of the Staff since my arrival in the Colony in May, 1893.

In addition to the routine of Staff duties the following work has been carried out:—

Assistant Adjutant-General's Department.

Institution of, and Rules for Schools of Instruction for all branches of the Service.
Instructions for Annual Training—Syllabus of work.
Examination of officers for first commissions, and for promotion.
Tactical schemes for instruction of troops, Nos. IX to XIX, and criticisms.

Assistant Quarter-master General's Department.

The Defence Scheme, Mobilization Tables, and details with all necessary maps for the same.
The Peace and War Establishments for the whole of the Military Forces, including Departments.
Distribution detail of each unit as shown in the above establishments.
Regulations for dress.

Military Secretary's Department.

(*a*) Finance Branch—Allowance Regulations.
(*c*) Ordnance Branch—Reallotment and reorganisation of all stores in accordance with the requirements of the Defence Scheme.

(21) Establishments for 1895.

I beg to enclose herewith Appendix D, Peace Establishment for the year 1895, and the War Establishment based thereon. Distribution Tables have now for the first time been also framed upon these establishments, in which are clearly defined the detail of officers, non-commissioned officers, and men, and the positions which they hold in each branch of the Military Force.

Section II.—RECOMMENDATIONS.

(22) Mounted Brigade.

I urgently request that my previous recommendation, in my Annual Report of 1893, for an officer as Second-in-Command of the Mounted Brigade to be appointed from the Imperial Service for a period of three years, should be carried into effect. No officers with the necessary seniority, experience, or knowledge, exist in the Colony.

The pay for this officer has been included in the Estimates for the current half-year, but no officer has yet been appointed. The present distinguished Commandant

Commandant from his age, is unable to carry out the active duties of his command, and each day makes the absence of a younger and more active Commanding Officer more and more apparent.

At the termination of this officer's three years engagement he could be well replaced by an officer trained locally under him.

(23) Artillery.

The recommendations as regards a change in the command of the Artillery, recapitulated from the Annual Report of 1893, have been already alluded to in paragraph 11 of this Report.

It should be observed that my recommendations and opinions on this head are practically identical with the recommendations of the Royal Commission which sat in June, 1892.

A battery of 12-pounder B.L. guns of the latest pattern, together with waggons and harness complete, has been ordered in England, but cannot be delivered for at least twelve months. I recommend that a second battery should be ordered shortly as it will be at least two years before it can be delivered. The Brigade Division Field Artillery will thus in two years time be adequately equipped for the time being.

In my report for 1893 five 6-pounder Q.F. guns were recommended for purchase. This recommendation has been further emphasised in the report of the joint Naval and Military Committee forwarded in June, 1894, as being essential for the defence of the Port Jackson mine-fields. One of these guns has already been ordered, but I recommend most strongly that three more should be ordered at once, and included in the estimates for 1895–6, and the remaining gun can be obtained in the following year.

(24) Magazine Small-bore Rifle.

The re-armament of the Infantry of this Colony, and, indeed, of the whole of the Australian colonies, with a modern small-bore rifle is a matter of the utmost urgency.

All nations of the world with any pretentions to military efficiency, except the Turks, have now equipped their troops with a modern rifle. It may fairly be reckoned that the value of the Martini-Henry rifle, as regards its efficiency on the field of battle, has the same relation to the latest pattern modern rifle that a smooth-bore musket had twenty years ago to the Martini-Henry rifle.

I recommend that an Australian intercolonial committee should assemble as soon as possible, and that they should be called upon to experiment upon and recommend a rifle for general adoption by the colonies of Australia and Tasmania. It is a question if the Lee-Metford rifle, now in use by the Imperial troops, would be the best for adoption in Australia.

I recommend that a 1,000 stand of the rifle selected by the above committee, and 300 rounds of ammunition per rifle, should be purchased each year and stored until a sufficient number has been purchased for the four Infantry Regiments, and that they should then be issued.

By this means the expense of re-equipment would be spread over a series of years, while the Martini-Henry rifle could be, in the meantime, retained in use as sufficiently good for training purposes.

(25) Saddlery.

I recommend that 400 saddles, of a pattern proposed by a local committee, be purchased and stored for issue to the mounted troops of New South Wales when required for service. Nothing can be worse or more unsuitable for military purposes than the saddlery in ordinary use throughout Australia. It is not too much to say that a mounted force equipped only with the ordinary cheap saddle would, after a fortnight's hard work in the field, find itself with at least 50 per cent. of its horses hopelessly inefficient from saddle galls, &c.

The

The military saddles recommended should be kept in store and only issued when necessary, as the existing saddle is sufficiently good for drill and training purposes. The purchase might be spread over two or three years.

It may be remarked that it is impossible to procure in large numbers good and efficient saddles at short notice, and our limited force would, in the event of their being required for active service, be absolutely inefficient, probably for many months, until they could be equipped with proper saddles.

(26) Military Act.

A new Military Act is urgently required.

I recommend most strongly that a Federal Military Act, upon the lines recommended by the recent Military Conference, should be adopted in place of the existing Volunteer Act of 1867 and 1878, which is well known to be obsolete.

(27) Creation of a Reserve.

A reference to the War Establishments upon Appendix D will show that a Reserve to the existing Military Corps should be created, so that each Regiment and Corps on the present Peace Establishment can be raised to War Footing without difficulty or delay, and without having, at a critical moment, to trust to untrained and hastily recruited men to complete the ranks.

The existing Rifle Clubs might well be utilised for at least forming a nucleus of such a Reserve which, without much difficulty, might hereafter be expanded.

I have, in a separate paper, recommended that all the authorised Rifle Clubs should be affiliated to certain existing military units as their reserve in time of war. In return for this service I have also recommended that the concessions now existing should be slightly increased and allotted to those Rifle Clubs which accept the new conditions.

This proposal is now being considered by the Rifle Clubs of the Colony,* and I have every reason to hope that it will be found practicable to submit shortly the terms upon which such a Reserve may be created, acceptable alike to the Government and to the Rifle Clubs, without entailing extra expenditure at the hands of the State.

It will remain then, if approved by the Government of New South Wales, to embody the same in the necessary legislative measures.

(28) Public School Cadet Force.

It seems to me advisable that the Public School Cadet Force should be removed from the Department of Public Instruction, and that it should be placed under the supervision and direction of the Military Department.

The Cadet Corps would, in my opinion, gain in efficiency and in value to the State by this change, since its training and discipline would be placed on a higher plane, as the members would thus become an auxiliary branch of the Military Defence Force of the Colony. It would react to the distinct advantage of the State, if the Cadet Corps were considered in the light of a nursery for training officers and men for the existing Military Corps and ceased to be treated as a quasi-scholastic and separate organisation.

(29) Retirement Scheme for Officers.

A system for conferring pecuniary consideration upon officers on their retirement from the Service, on account of age, physical incapacity, or other causes, has become a question which requires the urgent attention of the Government. A recognised scale of retirement exists, I believe, in other Government departments of this Colony and is provided for in all European armies. It is universally recognised that it is not to the true interest of any State to abandon its public servants, be they soldiers or civilians, to want and a poverty-stricken old age, after having extracted from them years of faithful service.

The

* *Note.*—A meeting of representatives from nearly all the Rifle Clubs in N.S.W. has since been held at Sydney on the 22nd January, 1895. The principles embodied in the above proposals were submitted to the meeting, and accepted with cordial and patriotic unanimity.—E.T.H., 21/3/95.

The pay of the officers of the Staff and Permanent Artillery of New South Wales has been fixed at Imperial rates, which it is well known are considered low even in England, where the average value of labour is far lower than in Australia. Officers of the Imperial Service have, however, a fixed scale of pension or gratuity on retirement to look forward to, so that their position and prospects are in this respect better pecuniarily than those of their comrades in this Colony.

The warrant officers and non-commissioned officers and men in this Colony are not similarly in so unequal a position as the officers, as their pay is relatively higher than that of corresponding ranks in the Imperial Service. It may be assumed, therefore, that in their case their higher rate of pay enables them to save so as to make provision in the event of their discharge or retirement.

The absence of a system of retirement makes itself seriously felt by all the New South Wales officers. In several notorious instances it has resulted in serious detriment to the effective service of the State, since it has been found necessary to retain officers upon charitable grounds long after they had ceased to be of any use for military duty, as there were no means of providing for them.

I recommend, therefore, in the best interests of the State, and with due regard to the future efficiency of the officers of the Colony, that this most important question should be dealt with as soon as possible.

(30) Federal Regiment of Artillery.

In my previous report, for 1893, I strongly advocated the formation of a Federal Regiment of Artillery, so soon as the change in the command of the Artillery of this Colony had been effected.

I do not, however, think it advisable to press the formation of such a regiment, important as I know it to be, until a federal military agreement between the Colonies of Australia and Tasmania has been in some measure carried out, and a central or controlling military authority instituted.

EDWD. T. H. HUTTON,
Major-General and A.D.C. to the Queen,
Commanding Forces, New South Wales.

Headquarters, Sydney,
January 21, 1895.

APPENDIX A.

Return showing the Establishment and Actual Strength of the Military Forces at the end of each year from 1888 to 1894.

Year.	Establishment—all ranks.	Actual strength—all ranks.	Wanting to complete—all ranks.	Percentage short—all ranks.	General remarks.
1888	3,114	2,657	457	14·67	Camp held at Paddington Rifle Range.
1889	4,337	3,973	364	8·39	" " National Park.
1890	4,299	4,062	237	5·81	" " "
1891	4,660	4,397	263	5·64	" " Campbelltown.
1892	4,667	4,268	399	8·54	No camp held.
1893	4,418	4,070	348	7·87	" "
1894	4,418	4,169	249	5·63	" "

EDWD. T. H. HUTTON,
Major-General and A.D.C., Commanding Military Forces.

APPENDIX B.

APPENDIX B.

List of Officers, Non-Commissioned Officers, and Men who have passed Schools of Instruction—I, Locally; II, with Imperial Troops; III, those that are undergoing instruction in England and India.

Schools of Instruction	I. Locally.																								II. Woolwich, Shoeburyness, Canterbury, Hythe.			Now in England.			In India.		
Regiments, Corps, &c.	Cavalry.			Artillery.			Infantry.			Equitation.			Medical Staff—First aid.			School of Gunnery—Long course.			School of Gunnery—Short course.			Musketry Training.											
	Officers.	N.-C.O. and Men.	Total.	Officers.	N.-C.O. and Men.	Total.	Officers.	N.-C.O. and Men.	Total.	Officers.	N.-C.O. and Men.	Total.	Officers.	N.-C.O. and Men.	Total.	Officers.	N.-C.O. and Men.	Total.	Officers.	N.-C.O. and Men.	Total.	Officers.	N.-C.O. and Men.	Total.	Officers.	N.-C.O. and Men.	Total.	Officers.	N.-C.O. and Men.	Total.	Officers.	N.-C.O. and Men.	Total.
General and Permanent Staff	2	...	2	...	...	...	1	...	1	...	...	...	...	...	...	...	...	...	...	...	...	1	...	1	...	...	...	...	...	...	1	...	1
Lancers	7	6	13	...	...	...	...	...	...	...	...	...	4	...	4	...	...	...	...	...	...	...	1	1	...	...	...	...	...	...	...	...	...
Mounted Rifles	6	7	13	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1	1	...	...	...	...	...	...	1	...	1
Artillery—Field	7	3	10	...	...	...	...	...	...	3	...	3	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1	...	1	1	...	1
Staff and 1st Garrison Division	...	...	...	...	...	...	...	1	1	4	...	4	2	14	16	2	13	15	...	...	...	...	1	1	1	...	1	...	...	...	...	...	...
2nd Garrison Division	...	...	...	...	...	...	2	...	2	1	...	1	1	7	8	...	...	...	8	...	8	...	...	...	...	...	...	...	...	...	...	...	...
Engineers	...	...	...	...	...	...	2	...	2	1	...	1	...	...	...	...	...	...	...	...	...	...	1	1	...	...	...	...	...	...	...	...	...
Infantry—1st Regiment	...	...	...	...	...	...	11	5	16	1	1	2	...	15	15	...	...	...	...	1	1	...	3	3	...	...	...	...	...	...	1	...	1
2nd "	...	...	...	...	...	...	13	3	16	...	...	...	...	15	15	...	...	...	...	2	2	...	2	2	...	...	...	...	...	...	...	...	...
3rd "	...	...	...	...	...	...	12	4	16	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
4th "	...	...	...	...	...	...	11	4	15	...	...	...	1	14	15	...	...	...	...	...	...	...	2	2	...	...	...	...	...	...	...	...	...
5th "	...	...	...	...	...	...	1	...	1	...	...	...	...	2	2	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Army Service Corps	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Medical Staff Corps	...	...	...	...	...	...	...	...	...	...	...	...	4	...	4	...	...	...	...	...	...	...	1	1	...	...	...	...	...	...	...	...	...
Total	22	16	38	...	...	...	53	17	70	10	1	11	12	67	79	2	13	15	8	3	11	1	12	13	1	...	1	1	...	1	4	...	4

January 21st, 1895.

EDWD. T. H. HUTTON,
Major-General and A.D.C., Commanding N.S.W. Forces.

APPENDIX C.

LIST of Partially-paid and Volunteer Corps, with Establishment, Strength, Recruits, Non-efficients, Efficients, and Percentage of Efficients to the Establishment, for the year 1894.

Corps.	Establishment.	Strength.	Recruits.	Non-efficients.	Efficients.	Percentage of Efficients to Establishment.
Lancers.						
Regimental Staff	2	2	...	...	2	100·00
Band	17	17	...	...	17	100·00
No. 1 Squadron, Sydney Half	47	39	3	5	31	65·95
Parramatta Half	47	47	9	5	33	70·21
No. 2 ,, Illawarra Half	47	47	7	14	26	55·31
W. Camden Half	47	47	11	7	29	61·27
No. 3 ,, W. Maitland Half	47	46	7	5	34	72·34
Singleton Half	47	47	7	...	40	85·10
No. 4 ,, Casino Half	47	40	...	1	39	82·97
Lismore Half	47	47	1	...	46	97·87
Total	395	378	45	37	296	74·93
Mounted Rifles.						
Regimental Staff	2	2	...	...	2	100·00
No. 1 Company, Campbelltown Half	47	32	...	9	23	48·93
Liverpool Half	47	45	...	8	37	78·72
No. 2 ,, Picton Half	47	41	1	3	37	78·72
Camden Half	47	43	2	8	33	70·21
No. 3 ,, Bega Half	47	47	8	...	39	82·97
Queanbeyan Half	47	40	...	3	37	78·72
No. 4 ,, Tenterfield Half	47	43	...	2	41	87·23
Inverell Half	47	47	4	9	34	72·34
Total	379	340	15	42	284	74·14
Brigade Div. Field Artillery.						
B Battery	60	58	3	14	41	68·33
C ,,	60	58	5	10	43	71·66
Total	120	116	8	24	84	70·00
2nd Garrison Div. Artillery.						
Regimental Staff	4	4	...	3	1	25·00
Band	25	25	...	2	23	92·00
No. 3 Company (Head Quarters)	136	121	18	23	80	58·82
No. 4 ,, ,, ,,	136	126	22	35	69	50·73
No. 5 ,, Newcastle	96	82	...	1	81	84·37
No. 6 ,, Wollongong, Bulli	96	82	...	18	64	66·66
Total	493	440	40	82	318	64·50
Engineers.						
Regimental Staff	1	1	...	...	1	100·00
No. 1 Field Company	60	58	5	3	50	83·33
No. 2 ,, ,,	60	58	5	6	47	78·33
No. 3 Sub-mining Company	79	78	6	20	52	63·34
No. 4 Electrical ,,	60	59	5	2	52	86·66
Total	260	233	21	31	202	77·69
1st Infantry Regiment.						
Regimental Staff	6	6	...	1	5	83·33
Band	25	25	...	...	25	100·00
A Company (Head Quarters)	60	57	2	...	55	91·66
B ,, ,, ,,	60	57	4	11	42	70·00
C ,, ,, ,,	60	58	2	10	46	76·66
D ,, ,, ,,	60	59	2	7	50	83·33
E ,, Parramatta	60	59	6	5	48	80·00
F ,, Yass	60	59	...	12	47	78·33
G ,, Wagga	60	52	9	14	29	48·33
H ,, Albury	60	40	5	7	28	46·66
I ,, Young	60	46	...	8	38	63·33
K ,, Hunter's Hill	60	59	3	5	51	85·00
Total	631	577	33	80	464	73·62
2nd Infantry Regiment.						
Regimental Staff	5	5	...	2	3	60·00
Band	25	25	...	3	22	88·00
A Company (Head Quarters)	60	59	5	10	44	73·33
B ,, ,, ,,	60	56	2	16	38	63·33
C ,, ,, ,,	60	56	3	8	44	73·33
D ,, ,, ,,	60	60	2	12	46	76·66
E ,, Kiama	60	54	...	9	45	75·00
F ,, Ulladulla	60	60	2	8	50	83·33
G ,, Goulburn	60	52	...	6	46	76·66
H ,, Bowral	60	60	2	9	49	81·66
J ,, Ashfield	60	56	4	15	37	61·66
K ,, Cooma	60	55	...	13	42	70·00
Total	630	596	20	110	466	73·96
3rd Infantry Regiment.						
Regimental Staff	6	6	...	...	6	100·00
Band	25	24	...	1	23	92·00
A Company, Windsor	60	55	1	5	49	81·66
B ,, Bathurst	60	53	...	10	43	71·66
C ,, Orange	60	59	...	5	54	90·00
D ,, Richmond	60	56	...	14	42	70·00
E ,, Lithgow	60	59	...	9	50	83·33
F ,, Mudgee	60	52	...	12	40	66·66
G ,, Wellington	60	57	...	10	47	78·33
H ,, Molong	60	56	...	11	45	75·00
J ,, Dubbo	60	59	9	6	44	73·33
K ,, Penrith	60	56	...	8	48	80·00
Total	631	592	10	91	491	77·81
4th Infantry Regiment.						
Regimental Staff	7	7	...	1	6	85·71
Band	25	25	...	3	22	92·00
A Company, Newcastle	60	60	9	10	41	68·33
B ,, West Maitland	60	60	2	8	50	83·33
C ,, Singleton	60	59	8	16	35	58·33
D ,, Morpeth	60	57	1	7	49	81·66
E ,, Wallsend	60	56	12	10	34	56·66
F ,, Tamworth	60	56	2	32	22	36·66
G ,, Muswellbrook	60	54	1	16	37	61·66
H ,, Lambton	60	52	...	9	43	71·66
I ,, Armidale	60	59	...	22	37	61·66
K ,, Glen Innes	60	59	9	17	33	55·00
Total	632	604	44	151	409	64·74
5th Infantry Regiment.						
Regimental Staff	2	2	...	...	2	100·00
Band	8	8	...	2	6	75·00
A Company	95	74	6	13	55	57·89
B ,,	95	79	5	15	59	62·60
Total	200	163	11	30	122	61·00
Army Service Corps	69	60	...	4	56	64·74
P.-P. Medical Staff Corps.						
Regimental Staff	3	3	...	...	3	100·00
A Company	52	52	...	6	46	88·46
B ,,	51	45	...	14	31	60·78
Total	106	100	...	20	80	75·47

Head Quarters, Victoria Barracks,
Sydney, 21st January, 1895.

EDWD. T. H. HUTTON,
Major-General and A.D.C., Commanding N.S.W. Forces.

NEW SOUTH WALES MILITARY AND NAVAL FORCES.

ESTABLISHMENTS.

PEACE ESTABLISHMENTS.

Designation of Regiment, &c.	Corps.	Personnel. Officers.	Warrant Officers.	Staff Sergeants and Sergeants.	Artificers.	Trumpeters, Buglers, or Drummers.	Various.	Rank and File.	Total.	Of General or Permanent Staff. Officers.	Warrant Officers.	Staff Sergeants and Sergeants.	Clerks.	Various.	Total.	Total Personnel for each Branch. Officers.	Warrant Officers.	Staff Sergeants and Sergeants.	Artificers.	Trumpeters, Buglers, or Drummers.	Clerks.	Various.	Rank and File.	Total.	Number of Guns.	Horses. Private.	Public.* Riding.	Draught.	Pack Animals.
Head Quarter Staff	Executive Branch	...	...	...	...	...	...	...	...	5	5	2	6	5	23	(a) 5	(a) 5	(a) 2	...	...	(a) 6	(a) 5	...	23	...	8	...	...	...
	Military Secretary's Department: A. Finance	...	...	...	...	...	...	...	...	1	...	...	4	1	6	6	9	3	...	...	9	6	...	33	...	...	...	...	...
	B. Pay	...	...	...	...	...	...	...	...	1	1	...	2	...	4														
	C. Ordnance Store Corps	...	...	...	...	...	...	...	...	4	8	3	3	5	23														
	Total Head Quarter Staff	...	...	...	...	...	...	...	...	...	...	...	...	...	...	11	14	5	...	...	15	11	...	56	...	8	...	...	...
Mounted Brigade	Brigade Staff	1	...	..	...	..	...	...	1	...	...	1	...	...	1	1	...	1	...	...	...	...	...	2	...	2	...	...	...
	Cavalry Regiment: Staff	6	...	...	...	...	...	...	6	...	...	...	...	...	...	...	...	...	(b)	...	...	...	...	...	...	...	...	...	...
	4 Squadrons and Band	24	...	25	24	8	...	312	393	1	1	7	...	...	9	31	1	32	24	8	...	...	312	408	...	408	...	...	...
	1 Squadron	*6*	...	*6*	*6*	*2*	...	*74*	*94*	...	..	...	...	...	...	...	...	...	...	...	...	...	...	...	...	*94*	...	...	...
	Mounted Rifles: Staff	6	...	...	...	...	...	...	6	1	1	7	...	...	9	...	...	...	(b)	...	...	...	...	...	...	...	...	...	...
	4 Companies	24	...	24	24	8	..	296	376	...	...	...	...	...	...	31	1	31	24	8	...	...	296	391	...	391	...	...	...
	1 Company	*6*	...	*6*	*6*	*2*	...	*74*	*94*	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
	Total Mounted Brigade	..	...	...	...	...	...	...	...	...	...	...	...	...	...	63	2	64	48	16	...	...	608	801	...	801	...	...	...
Artillery Forces	Artillery Brigade: Staff, Permanent	3	4	1	...	...	1	1	10	...	...	...	...	...	..	3	4	1	...	...	..	1	1	10	...	4	...	...	...
	Brigade Division, Field Artillery: Do do	4	...	5	...	...	...	1	10	...	...	...	...	...	..										..	3	...	...	...
	"A" Battery, Permanent	2	...	2	3	2	...	56	65	...	..	...	...	...	...	..	...	...	...	...	...	...	...	...	4	2	52	...	
	"B" do	5	...	5	2	2	...	86	100	...	...	...	...	...	...										4	5	..	...	...
	"C" do	5	...	5	2	2	...	86	100	...	...	...	...	...	...										4	5	...	...	...
	Total Brigade Division, Field Artillery	...	..	...	...	...	...	...	...	...	...	...	...	...	..	16	...	17	7	6	...	...	229	275	12	15	52	...	...
	N.S.W. Artillery Regiment, 1st Garrison Division, Permanent: Staff and Band	2	3	5	...	...	...	22	32	...	...	...	...	...	...	14	5	40	...	9	...	...	286	354	...	4	...	...	...
	No. 1 Company	5	1	14	...	3	...	101	124	..	...	...	...	...	...														
	No. 2 do	5	1	15	...	3	...	100	124	...	...	...	...	...	...														
	Depôt do	2	...	6	...	3	...	63	74	...	...	...	...	...	...														
	N.S.W. Artillery, 2nd Garrison Division: Staff and Band	3	...	2	...	..	...	24	29	1	1	2	...	1	5	34	1	(c) 33	...	14	...	(c) 1	418	501	...	2	...	...	...
	No. 3 Company	11	...	8	...	4	...	113	136	...	...	...	...	...	...														
	No. 4 do	7	...	8	...	4	...	117	136	..	...	...	...	...	...														
	No. 5 do	6	...	6	...	3	...	81	96	...	...	...	...	...	...														
	No. 6 do	6	...	7	...	3	...	83	99	...	...	...	...	...	...														
	Total Garrison Artillery	...	...	..	...	...	...	...	...	...	...	...	...	...	...	48	6	73	...	23	...	1	704	855	...	6	...	...	...
Staff Officer for Engineer Services and Staff, Permanent		...	...	...	...	...	...	...	...	4	3	4	2	1	14	4	3	4	...	...	...	1	2	14	..	1	...	...	...
Corps of Engineers	Staff	1	...	..	...	...	...	1	2	...	...	...	...	...	...														
	Nos. 1 and 2 Field Companies	6	...	8	...	4	...	100	118	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1	6	22	4
	No. 3 Company (Submariners), Permanent	1	...	3	...	1	...	21	26	...	...	...	...	...	...														
	No. 3 do do	4	...	4	...	1	...	70	79	...	...	...	...	...	...														
	No. 4 Company (Electricians)	5	...	4	...	2	...	68	79	..	..	...	...	...	...											1	10	4	...
	Total Corps of Engineers	...	...	...	...	...	...	...	...	...	...	...	...	...	...	17	...	19	...	8	...	...	260	304	...	2	16	26	4
Infantry Brigade ¶	Staff	..	...	...	...	...	..	..	...	...	...	...	...	...	...	...	...	..	...	...	...	..	..	...	...	...	...	...	...
New South Wales Infantry	1st, 2nd, 3rd, and 4th Regiments: Staff of 4 Battalions	20	...	4	...	...	...	...	24	4	4	38†	...	...	46											20	...	...	...
	Staff of 1 Battalion (includes Band)	*5*	...	*2*	...	...	...	...	*7*	*1*	*1*	*9*	...	...	*11*											...	...	...	...
	40 Companies	120	...	160	...	80	...	2,040	2,400	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
	1 Company	*3*	...	*4*	...	*2*	...	*51*	*60*	...	...	...	...	...	...											...	...	...	...
	4 Bands	...	...	4	...	...	...	96	100	...	...	...	...	...	...											...	...	...	...
	1 Band	...	...	*1*	...	...	...	*24*	*25*	...	...	...	...	...	...	(d)													
	Total 4 Infantry Regiments	...	...	...	...	...	...	...	...	...	...	...	...	...	...	144	4	206	...	80	...	...	2,136	2,570	...	20	...	...	...
	5th Regiment, Scottish Rifles, Volunteers: Staff and Band	1	1	1	...	...	...	6	9	...	...	1	...	...	1	...	...	...	...	...	...	...	...	...	...	1	...	...	...
	1 Company	*3*	...	*7*	...	*2*	...	*84*	*96*	...	...	...	...	...	...											...	...	...	...
	2 Companies	6	...	14	...	4	...	168	192	...	...	...	...	...	...											...	...	...	...
	Total 1 Infantry Regt. (Volunteer)	...	...	...	...	...	...	...	...	...	...	...	...	...	...	7	1	16	...	4	...	...	174	202	...	1	...	...	...
Army Service Corps	Staff	1	...	...	...	...	...	...	1	1	...	1	...	1	3											1	...	4	...
	Barrack Section, Permanent	...	...	...	...	...	...	...	..	...	...	1	...	1	2	...	...	...	...	...	...	...	...	...	...	1	...	...	...
	1 Company	3	1	14	...	1	...	45‡	64	...	...	...	...	...	...							(e)				1	...	...	..
	Total A.S. Corps	...	...	...	...	...	...	...	...	...	...	...	...	..	...	5	1	16	...	1	...	2	45	70	...	2	...	4	...
Medical Staff Corps	Permanent: Brigade Staff	1	...	..	...	...	...	3	4	...	...	...	...	...	...														
	Medical Staff Corps	...	1	1	...	...	...	5	7	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	11	19	31	5
	Regimental Staff	1	...	2	...	...	...	...	3	...	...	1	...	...	1														
	No. 1 Company	1	...	3	...	1	...	50	55	...	...	...	...	...	...														
	No. 2 do	1	...	3	...	1	...	42	47	...	...	...	...	...	...														
	Volunteer Medical Staff	7	...	..	...	...	...	...	7	..	..	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
	Total Medical Staff Corps	...	...	...	...	...	...	...	...	...	...	..	...	...	...	§11	1	10	...	2	...	...	100	§124	...	11	19	31	5
Military Chaplains		12	...	...	...	...	...	...	12	...	...	...	...	...	...	12	...	...	...	...	...	...	...	12	...	..	...	...	...
Ammunition Column		...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	..	...	...	...	...	...	...	...
Remount Depôt		...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Naval Forces		...	...	...	...	...	...	...	...	...	...	...	...	...	...	32	...	..	...	...	...	542	...	574	..	...	...	...	...
GRAND TOTAL		...	...	...	...	...	...	...	...	...	...	...	...	...	...	373	36	431	55	140	15	558	4,259	5,867	12	871	148		9
Cadets Affiliated to Regiments and Corps		...	...	...	...	...	...	...	...	...	...	...	...	...	...	28	...	38	...	17	...	...	429	512	...	...	...	...	...

WAR ESTABLISHMENTS.

Designation of Regiment, &c.	Corps.	Personnel. Officers.	Warrant Officers.	Staff Sergeants and Sergeants.	Artificers.	Trumpeters, Buglers, or Drummers.	Various.	Rank and File.	Total.	Total Personnel for each Branch. Officers.	Warrant Officers.	Staff Sergeants and Sergeants.	Artificers.	Trumpeters, Buglers, and Drummers.	Various.	Rank and File.	Total.	Number of Guns.	Horses. Private.	Public. Riding.	Draught.	Pack Animals.	Required to complete to War Establishments. Officers.	Warrant Officers.	Staff Sergeants and Sergeants.	Artificers.	Trumpeters, Buglers, and Drummers.	Various.	Rank and File.	Total.	Number of Table showing Distribution.* Peace.	War.
Head Quarter Staff	Executive Branch	4	3	1	...	...	3	..	11	4	3	1	...	...	3	...	11	...	12	...	...	...	...	...	...	...	...	...	...	...	I	XXI
	Military Secretary's Department: A. Finance	1	...	..	...	...	5	...	6	6	9	3	...	...	15	...	33	...	1	...	...	...	...	...	...	...	...	...	...	...	II	XXIA
	B. Pay	1	1	...	...	..	2	...	4																							
	C. Ordnance Store Corps	4	8	3	...	...	8	..	23																							
	Total Head Quarter Staff	...	...	...	...	...	...	...	...	10	12	4	...	...	18		44	..	13	...	...	...	...	...	...	...	...	...	...	...		
Mounted Brigade	Brigade Staff	2	...	1	...	...	...	...	3	2	...	1	...	...	...		3	...	...	...	...	...	1	...	...	...	...	...	...	1	III	XXII
	Cavalry Regiment: Staff	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	.....
	4 Squadrons and Band	34	1	42	22	8	...	495	602	34	1	42	22	8	...	495	602	...	546	...	...	...	3	...	10	...	...	...	183	196	IV	XXIIA
	1 Squadron	*6*	...	*8*	*5*	*2*	...	*113*	*134*	...	..	...	...	...	...	...	...	...	*125*	...	...	...	...	...	...	...	...	...	...	...	...	.....
	Mounted Rifles: Staff	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	.....
	4 Companies	34	1	41	22	8	...	479	585	34	1	41	22	8	...	479	585	...	528	...	...	...	3	...	10	...	...	...	183	196	V	XXIII
	1 Company	*6*	...	*8*	*5*	*2*	..	*113*	*134*	...	...	...	...	...	...	...	...	..	*125*	...	...	...	...	...	...	...	...	...	...	...	...	.....
	Total Mounted Brigade	...	...	...	...	...	...	...	...	70	2	84	44	16	...	974	1,190	...	1,074	...	...	...	7	...	20	...	...	...	366	393		
Artillery Forces	Artillery Brigade: Staff, Permanent	3	4	1	...	..	1	1	10	3	4	1	...	...	1	1	10	...	6	...	...	...	...	...	...	...	...	...	...	...	VI	XXIV
	Brigade Division, Field Artillery: Do do	5	...	...	...	...	...	...	...	...	...	...	...	...	...	...	5	...	4	3	...	...									VII	XXV
	"A" Battery, Permanent	5	...	9	8	2	...	151	175	...	...	...	...	...	...	...	...	6	1	28	110	...	8	...	10	17	...	...	248	283	...	XXVI
	"B" do	7	...	9	8	2	...	151	177	...	...	...	...	...	...	...	...	6	2	28	110	...									...	.....
	"C" do	7	...	9	8	2	...	175	201	...	...	...	...	...	...	...	...	6	2	29	128	...									VIII	XXVII
	Total Brigade Division, Field Artillery	...	...	...	...	...	...	...	...	24	...	27	24	6	...	477	558	18	9	75	348	...	8	...	10	17	...	...	248	283		
	N.S.W. Artillery Regiment, 1st Garrison Division, Permanent: Staff and Band	2	3	5	...	..	...	22	32	14	5	40	...	9	...	286	354	...	4	...	..	...	...	...	...	...	...	...	...	...	IX	XXVIII
	No. 1 Company	5	1	14	...	3	...	101	124																							
	No. 2 do	5	1	15	...	3	...	100	124																							
	Depôt do	2	...	6	...	3	...	63	74																							
	N.S.W. Artillery, 2nd Garrison Division: Staff and Band	3	1	3	...	...	...	...	7	46	1	32	...	18	...	704	801	...	6	...	...	...	12	...	...	...	4	...	286	302	X	XXIX
	No. 3 Company	15	...	8	...	4	..	196	223																							
	No. 4 do	12	...	8	...	4	...	221	245																							
	No. 5 do	7	...	6	...	3	...	141	157																							
	No. 6 do	9	...	7	...	7	...	146	169																							
	Total Garrison Artillery	...	...	..	...	...	...	...	...	60	6	72	...	27	...	990	1,155	...	10	...	...	..	12	...	...	...	4	...	286	302		
Staff Officer for Engineer Services and Staff, Permanent		4	3	4	...	...	1	2	14	4	3	4	..	...	1	2	14	..	2	...	...	...	...	...	...	...	...	...	...	...	XI	XXX
Corps of Engineers	Staff	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...									XII	XXXI
	Nos. 1 and 2 Field Companies	9	...	8	...	4	...	179	200	...	...	...	...	...	...	...	...	...	1	8	20	4	2	...	...	...	...	...	104	106	XIII	XXXII
	No. 3 Company (Submariners), Permanent	5	...	7	...	2	...	91	105																							
	No. 3 do do	5	...	4	...	2	...	94	105										1	1	10	4									XIV	XXXIII–XXXIV
	No. 4 Company (Electricians)																															
	Total Corps of Engineers									19	...	19	...	8	...	364	410	...	2	9	30	8	2	...	...	...	...	...	104	106		
Infantry Brigade ¶	Staff	*3*	..	*1*	..	*1*	...	*5*	*10*	..	*6*	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	XXXIVA
New South Wales Infantry	1st, 2nd, 3rd, and 4th Regiments: Staff of 4 Battalions	20	4	32	...	...	...	136	192										24	8	112	8										
	Staff of 1 Battalion (includes Band)	*5*	*1*	*9*	...	...	...	*58*	*73*										...	...	...	...										
	40 Companies	120	...	200	...	80	...	3,600	4,000	...	...	...	...	...	...	...	...	...	...	...	...	...	..	...	30	...	...	...	1,696	1,726	XV	XXXV
	1 Company	*3*	...	*5*	...	*2*	...	*90*	*100*										...	...	...	...										
	4 Bands	...	...	4	...	...	...	96	100										...	...	...	...										
	1 Band	...	...	*1*	...	...	...	*24*	*25*										...	...	...	...										
	Total 4 Infantry Regiments	...	...	...	...	...	...	...	...	140	4	236	...	80	...	3,832	4,292	...	24	8	112	8	...	...	30	...	...	...	1,696	1,726		
	5th Regiment, Scottish Rifles, Volunteers: Staff and Band	18	1	30	...	12	...	540	601	...	...	...	...	...	...	...	...	...	1	...	...	...	11	...	14	...	8	...	366	399	XVI	XXXVI
	1 Company	...	...	...	...	...	...	...	...																							
	2 Companies	...	...	...	...	...	...	...	...																							
	Total 1 Infantry Regt. (Volunteer)	...	...	...	...	...	...	...	...	18	1	30	...	12	..	540	601	..	1	...	...	...	11	...	14	...	8	...	366	399		
Army Service Corps	Staff	6	3	17	16	2	...	128	172	...	...	...	...	...	...	...	...	...	7	19	146	...	1	2	1	16	1	...	83	104	XVII	XXXVII
	Barrack Section, Permanent																															
	1 Company																															
	Total A.S. Corps									6	3	17	16	2	...	128	172	..	7	19	146	...	1	2	1	16	1	...	83	104		
Medical Staff Corps	Permanent: Brigade Staff	1	...	...	...	...	...	3	4	...	...	...	...	...	...	...	...	...	29	25	75	8	..	...	...	...	...	...	67	67	XVIII	XXXVIII
	Medical Staff Corps	...	1	1	...	...	...	5	7																							
	Regimental Staff	1	...	3	...	...	...	...	4																							
	No. 1 Company	1	...	3	...	1	...	88	93																							
	No. 2 do	1	...	3	...	1	...	71	76																							
	Volunteer Medical Staff	25	...	...	...	...	...	...	25	...	...	...	...	...	...	...	...	...	...	...	...	...	18	...	...	...	...	...	...	18		
	Total Medical Staff Corps									29	1	10	...	2	...	167	209	...	29	25	75	8	18	...	...	...	...	...	67	85		
Military Chaplains		12	..	...	...	...	...	...	12	12	..	...	...	...	...	...	12	...	..	...	...	...	...	...	...	...	...	...	...	..	XIX	XXXIX
Ammunition Column		...	...	...	...	...	...	...	..	...	..	...	...	...	...	...	...	...	..	...	...	...	...	...	...	...	...	...	...	...	.....	XL
Remount Depôt		...	..	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	.....	XLI
Naval Forces		...	...	...	...	...	...	...	...	32	...	...	...	...	542	...	574	...	...	...	...	...	...	...	...	...	...	...	...	...	.....	.....
GRAND TOTAL		...	...	...	...	...	...	...	...	427	36	504	84	153	562	7,475	9,241	18	1,177	136	711	24	59	2	75	33	13	...	3,216	3,398	.....	.....
Cadets Affiliated to Regiments and Corps		...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	..	...	...	...	...	...	...	...	...	XX	.....

* Please see "Tables" regarding when these horses are to be obtained.

† *Includes an extra Staff-Sergeant for the 3rd and 4th Regiments respectively.*

‡ Four of this number are permanently employed as drivers.

§ Exclusive of 14 Medical Officers attached to Regiments and shown in Regimental Tables.

‖ Exclusive of 16 Medical Officers attached to Regiments and shown in Regimental Tables.

¶ The Infantry Brigade Staff will be improvised on mobilization for war, and formed from the Infantry Battalions. The extra Field Officer per Regiment on the Peace Establishment may be utilized for that purpose.

N.B.—The detail of units shown in italics gives the normal establishment of each, upon which the totals are based.

262—C

SUMMARY.

	Officers.	Warrant Officers.	Staff Sergeants and Sergeants.	Artificers.	Trumpeters or Buglers.	Clerks and Various.	Rank and File.	Total.
Total Peace Establishment	373	36	431	55	140	573	4,259	5,867
Required to complete to War Establishment	59	2	75	33	13	...	3,216	3,398
	432	38	506	88	153	573	7,475	9,265
Deduct:— Allotted in the above Tables in "Peace," but not in "War." Head Quarter Staff (a)	1	2	1	...	...	8	.....	12
Mounted Brigade (b)	...	...	...	4	...	...	.....	4
2nd Garrison Division Artillery (c)	...	...	1	...	...	1	.....	2
Infantry (d)	4	...	...	...	...	...	.....	4
Army Service Corps (e)	...	...	..	...	...	2	.....	2
Total, War Establishment	427	36	504	84	153	562	7,475	9,241

* These numbers refer to the Distribution Detail laid down for each Branch of the Force, which is published separately.

APPENDIX E.

Schedule of Local Camps of short periods of Continuous Instruction during 1894.

Place.	Duration. From	Duration. To	Mounted Brigade. Cavalry. Officers.	Cavalry. N.C.O. & Men.	Cavalry. Horses.	Mounted Rifles. Officers.	Mounted Rifles. N.C.O. & Men.	Mounted Rifles. Horses.	Artillery. Brigade Division, Field. Officers.	Brigade Division, Field. N.C.O. & Men.	Brigade Division, Field. Guns.	Brigade Division, Field. Horses.	1st Garrison Division. Officers.	1st Garrison Division. N.C.O. & Men.	2nd Garrison Division. Officers.	2nd Garrison Division. N.C.O. & Men.	Engineers. Field Cos. Officers.	Field Cos. N.C.O. & Men.	Sub-Marine Mining Co. Officers.	Sub-Marine Mining Co. N.C.O. & Men.	Electrical Co. Officers.	Electrical Co. N.C.O. & Men.	Infantry. 1st Regt. Officers.	1st Regt. N.C.O. & Men.	2nd Regt. Officers.	2nd Regt. N.C.O. & Men.	3rd Regt. Officers.	3rd Regt. N.C.O. & Men.	4th Regt. Officers.	4th Regt. N.C.O. & Men.	5th Regt. Officers.	5th Regt. N.C.O. & Men.	Departmental. Army Service Corps. Officers.	Army Service Corps. N.C.O. & Men.	Army Service Corps. Horses.	Medical Staff Corps. Officers.	Medical Staff Corps. N.C.O. & Men.	Medical Staff Corps. Horses.	Remarks, how troops were exercised, &c.
Chowder Bay	23/ 3/94	7/ 4/94	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	5	75	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	Submarine Mining Drills and Exercises.
Cooma	20/ 4/94	21/ 4/94	..	..	..	7	67	74	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	Company and Regimental and Field Operations.
Campbelltown	23/ 5/94	26/ 5/94	..	..	..	11	114	125	..	..	..	..	..	12	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	*Mounted Rifles.*—Company and Regimental Drill; Manual, Firing, Sword, and Physical Exercises; Route Marching; Advance and Rear-Guards. *Artillery.*—Pitching and Striking Camp.
Liverpool	25/ 5/94	26/ 5/94	8	83	91	..	..	..	5	65	4	47	..	36	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	2	..	1	4	7	*Cavalry.*—Instruction in Camp routine Drill; Tactical Operations and Inspection by G.O.C. *Field Artillery.*—Field Operations; Defence of a Position, practising Boer Formations under G.O.C. *1st Garrison Division.*—Pitching and Striking Camp. *Army Service Corps.*—Charge of Supplies. *Medical Staff Corps.*—Field Hospital Duty and Dressing Station.
Bankstown	20/ 9/94	22/ 9/94	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	3	51	28	..	..	..	Mounted, Dismounted, and Waggon Drill; Supply Work; Convoy Duty; Pitching and Striking Camp.
Wollongong	12/10/94	13/10/94	2	39	41	..	..	..	1	23	2	36	..	36	3	67	..	2	..	..	..	4	..	..	4	101	..	..	..	..	..	..	..	2	..	1	2	..	*Cavalry.*—Instruction in Camp routine Drill; Tactical Scheme under G.O.C. *Field Artillery.*—Drill and Field Operations. *1st Garrison Division.*—Pitching and Striking Camp. *2nd Garrison Division.*—Gun Drill and Field Operations. *Field Engineers.*—Tracing and Profiling Field Works. *Electrical Company.*—Telephone Work and Communications. *2nd Infantry Regiment.*—Company and Battalion Drill; Manual and Firing Exercises; Defence of a Coaling Station. *Army Service Corps.*—Charge of Supplies. *Medical Staff Corps.*—Duties with Field Hospital.
Long Bay	19/10/94	20/10/94	..	..	..	..	..	..	12	120	12	118	..	..	..	..	..	..	..	..	..	4	..	..	..	..	..	..	..	..	..	..	..	..	..	1	2	1	*Field Artillery.*—Annual Shot Practice; Inspection by G.O.C. *Electrical Company.*—Field Telegraph Work. *Medical Staff Corps.*—Duty with Field Hospital.
Bathurst	8/11/94	10/11/94	..	..	..	..	..	..	7	59	4	51	..	46	..	..	..	..	..	..	..	..	..	..	..	..	29	398	..	..	..	..	..	2	..	1	2	..	*Field Artillery.*—Drill; Musical Ride; Field Operations under G.O.C.; Pitching and Striking Camp. *1st Garrison Division Artillery.*—Pitching and Striking Camp. *3rd Infantry Regiment.*—Company and Battalion Drill and Attack Formations; Manual, Firing, Sword, and Physical Exercises; Attack and Defence of a Position under G.O.C. *Army Service Corps.*—Charge of Supplies. *Medical Staff Corps.*—Duties with Field Hospital.
Singleton	9/11/94	10/11/94	7	90	97	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	30	451	..	..	..	..	..	2	1	..	*Cavalry.*—Instruction in Camp routine Drill; Tactical Operations under G.O.C. *4th Infantry Regiment.*—Company, Battalion, and Brigade Drill; Manual, Firing, and Physical Exercises; Piling Arms, Guard, and Sentry Duty; Attack Formations, Advance and Rear Guards, Route Marching; Attack and Defence of a Position under G.O.C. *Medical Staff Corps.*—Duties with Field Hospital.
Lismore	9/11/94	12/11/94	5	83	88	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	Instruction in Camp; Routine Drill and Inspection of Squadron Training.
Middle and South Heads	16/11/94	17/11/94	..	..	..	..	..	..	..	..	..	..	8	187	12	146	1	14	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	2	..	2	3	..	*1st and 2nd Garrison Artillery.*—Gun Drill, Fortress Formation, and Shot Practice. *Field Engineers.*—Tracing, Profiling, Defence Positions, and Army Signalling. *Army Service Corps.*—Charge of Supplies. *Medical Staff Corps.*—Duties with Field Hospital.
Moss Vale	28/12/94	29/12/94	1	30	31	..	..	..	..	..	..	..	..	33	..	..	..	..	..	..	..	..	..	..	14	113	..	..	..	..	..	..	..	5	..	1	1	..	*Cavalry.*—Instruction in Camp routine Drill; Tactical Operations under G.O.C. *1st Garrison Division Artillery.*—Pitching and Striking Camp. *2nd Infantry Regiment.*—Company, Battalion, and Brigade Drill; Manual, Firing, and Physical Exercises; Attack on a Position under G.O.C. *Army Service Corps.*—Charge of Supplies *Medical Staff Corps.*—Duties with Field Hospital.
Totals	....	....	23	325	348	18	181	199	25	267	22	252	8	350	15	213	1	16	5	75	..	8	..	..	18	214	29	398	30	451	..	..	3	64	28	9	15	8	

Sydney, 21 January, 1895.

EDWD. T. H. HUTTON,
Major-General and A.D.C.,
Commanding N.S.W. Military Forces.

Sydney: Charles Potter, Government Printer.—1895.

1895.

LEGISLATIVE ASSEMBLY.

NEW SOUTH WALES.

THE MILITARY FORCES.

(REPLY TO MR. CAMERON'S QUESTION OF 7TH NOVEMBER, 1895, RESPECTING REPORT BY MAJOR-GENERAL HUTTON ON.)

Ordered by the Legislative Assembly to be printed, 12 November, 1895.

As regards recommendations contained in section 2 of the Annual Report of the Major-General Commanding the Military Forces of New South Wales, for 1894, the case is as follows :—

Paragraph 22.—Mounted Brigade. The salary for an officer as second in command has been passed in the Estimates for 1895–6. His appointment is still under consideration.

Paragraph 23.—As regards change in the command of the Artillery, the matter is still under the consideration of the Cabinet.

The Field Battery of new pattern guns will shortly be delivered in the Colony.

A second battery has not yet been ordered.

The 5·6 pr. Q.F. Guns recommended for purchase have been ordered.

Paragraph 24.—Samples of Magazine Rifles suitable for service in Australia, including the latest pattern of Lee-Metford Rifle, have been ordered from England. Upon their arrival the recommendation for an Australasian Intercolonial Committee will be considered, with a view to deciding upon a pattern of rifle for general adoption, on the lines recommended by the Major-General Commanding.

Paragraph 25.—No action has at present been taken *re* purchase of saddlery.

Paragraph 26.—No Military Act has yet been drafted, but the outline of a Federal Military Agreement, upon which such an Act would be based, has been drawn up and accepted provisionally by the Government.

Paragraph 27.—The creation of a Reserve is now being proceeded with. The Volunteer Reserve, formed in accordance with the recommendations of the Major-General Commanding, is likely to prove in every way successful.

Paragraph 28.—The recommendation as regards the Public School Cadet Force being placed, for military instruction and drill, under the Military Department is still under consideration.

Paragraph 29.—The creation of a retirement scheme for officers is under consideration.

E. T. H. HUTTON,
Major-General and A.D.C.,
Commanding Forces, New South Wales.

Head-quarters,
Sydney, 7th November, 1895.

1895.

LEGISLATIVE ASSEMBLY.

NEW SOUTH WALES.

THE PERMANENT ARTILLERY.

(EXAMINATION FOR VACANCY IN.)

Ordered by the Legislative Assembly to be printed, 8 October, 1895.

RETURN to an *Order* made by the Honorable the Legislative Assembly of New South Wales, dated 21st August, 1895, That there be laid upon the Table of this House,—

"All papers in connection with a recent competitive examination for a "vacancy in the Permanent Artillery, in which the candidates were "Lieutenants Murray and Mair, inclusive of the examination papers and "the reports of the examiners upon the same."

(*Mr. Hogue.*)

Extract from General Order 236.

First Commissions, N.S.W. Artillery Regiment.

Head-quarters, Victoria Barracks, Sydney, 27 November, 1894.

1. Para. 3, G.O. 168 of 11/8/93 is republished hereunder for general information.

The following order with reference to first Commissions in the N.S.W. Artillery Regiment having been approved by the Chief Secretary, is published for general information:—

(*a*) Appointments in the Permanent Forces may be granted to Officers of the Military or Naval Forces of the Colony under the conditions hereinafter prescribed as to age, physical and moral fitness, literary and military qualifications, and general eligibleness for the position of an Officer of Her Majesty's Colonial Regular Forces. Candidates will be required to have served at least six months as Officers in the Military or Naval Forces of the Colony. A certificate to this effect from their Commanding Officer must be attached to their papers.

(*b*) Candidates will not be eligible for appointment unless they are between the ages of 19 and 25 years, and must have passed the requisite examination, referred to in (*g*).

(*c*) Candidates will be required to undergo an inspection by a Medical Board, and will not be allowed to proceed further with their candidature unless certified by such Board to be physically qualified in all respects for an appointment in the Permanent Forces.

(*d*) Intending candidates must forward their applications to the A.A.G. for the G.O.C. through their Commanding Officer, and be recommended by him as fit and proper persons in every respect for appointment to the Permanent Force.

(*e*) Candidates will be required to undergo a qualifying literary examination in the following subjects:—

(1.) Mathematics, viz., (*a*) Arithmetic, including decimal and vulgar fractions, proportion, and simple interest; (*b*) Euclid, Books I and II; Algebra up to and including simple equations.

(2.) French, German, or some other modern language, the examination being limited to translations from the language and grammatical questions.

(3.) Writing English correctly, and in a good legible hand, from dictation. English composition tested by the power of writing an essay, letter, or *précis*.

(4.) The elements of Geometrical drawing, including the construction of scales and the use of simple mathematical instruments.

In addition to the foregoing, candidates will be required to compete, or, if there is not more than one candidate, to qualify in the following subjects:—

(*a*) Plane trigonometry, up to and including the solution of triangles.

(*b*) Mensuration.

(*c*) Elementary hydrostatics and mechanics. (*f.*)

[595 copies—Approximate Cost of Printing (labour and material), £5 2s. 3d.]

(*f*) If possible three months' notice of a vacancy will be given, but this will not prevent candidates from passing the qualifying examination at any time when an examination is held and having their names recorded.

(*g*) The successful candidate will be appointed for six months on probation, and must at the end of that period pass a qualifying examination in Military subjects. The appointment of any candidate who fails to pass such examination will not be confirmed, but his term of probation may be extended on the recommendation of the G.O.C. for a period not exceeding six months.

NOTE.—Sub-para. (*a*), line 4, has been amended, on this occasion only, to admit candidates who have served six months as Officers in the Military Forces of the Colony, owing to the delay in publication of the *Government Gazettes* notifying recent appointments in the Military Forces.

Vacant Commission.

2. With reference to the above, para. 1, a vacancy as Lieutenant in the N.S.W. Artillery Regiment is offered for competition among the Officers of the N.S.W. Military and Naval Forces, under the conditions given. The examination will take place in March next. The names of Officers intending to compete will be submitted to the A.A.G. by the 1st of February next, together with the requisite certificates, &c.

* * * * * * * * * * *

By Order,
J. E. D. TAUNTON, Lieut.-Colonel,
Acting Chief Staff Officer.

Lieutenant P. L. Murray to The Officer Commanding "A" Company, 1st Infantry Regiment.

Sir, The Fort, South Head, 21 January, 1895.

With reference to G.O. No. 236, of 27th November, 1894, I have the honor to apply for permission to present myself for examination for a commission in the N.S.W. Artillery Regiment. I was born on the 22nd July, 1873, and am a native of the Colony of New South Wales. I entered the military service of the Colony on the 20th August, 1892, as a second lieutenant in the 1st Infantry Regiment, and am now a first lieutenant in that regiment. Trusting that my application will meet with your favourable consideration.

I have, &c.,
P. L. MURRAY, Lieutenant,
1st Infantry Regiment.

Approved. Inform O.C. 1st Regt.—EDWARD T. H. HUTTON, Major-Gen. and A.D.C., Commanding Military Forces, Sydney, 2/3/95. A.A.-G.

Please inform Lieut. Murray that the examination will take place at the University at 10 a.m. on the 6th inst., under the old conditions, as published in G.O. 236 of 27/11/94. By order.—M. BOAM, Capt., Act. A.A.-G., 3/5/95. O.C. 1st Infantry Regt.

[*Enclosure.*]

CERTIFICATE.

Sydney, 22 January, 1895.

I CERTIFY that Lieut. P. L. Murray, 1st Infantry Regiment, has served in the regiment under my command from the 20th August, 1892, to date (24th January, 1895), and is still serving; is 21½ years of age, and is a fit and proper person in every respect for appointment to New South Wales Permanent Force.

W. T. FARRELL, Lieut.-Colonel,
Commanding 1st Infantry Regiment.

The Officer Commanding 2nd Infantry Regiment to The Chief Staff Officer.

Sir, Head-quarters, 2nd Infantry Regiment, 19 February, 1895.

In accordance with para. 3 of G.O. 168 of 1893, I have the honor to forward attached applications of Lieutenants A. E. Chapman, R. B. Johnson, and J. Mair for commissions in the New South Wales Artillery Regiment.

Delay has occurred through oversight in rendering other than through the proper channel, owing to the inexperience of the officers concerned.

This necessitated several re-postages.

GEO. W. WADDELL, Lieut.-Col.,
Commanding 2nd Infantry Regiment.

To the Chief Staff Officer.

[*Enclosures.*]

Lieutenant J. Mair to The Officer Commanding 2nd Infantry Regiment.

Sir, Mount Adelaide, Darling Point, Sydney, 29 January, 1895.

I have the honor to desire to offer myself as a candidate for the examination for first commission in the New South Wales Permanent Artillery. I have, as required, served six months in your regiment, and would be very glad if you would forward my application, together with a certificate of good conduct, through the proper channels.

I have, &c.,
JOHN MAIR, Lieut.,
2nd Infantry Regiment.

Lieutenant

Lieutenant R. B. Johnson to The Officer Commanding 2nd Infantry Regiment.

Sir, "Brookshy," Double Bay, 28 January, 1895.

I have the honor to forward this, my application, for a commission in the Regiment of Permanent Artillery, and trust you will be good enough to recommend and pass it on through the usual channel, together with a certificate of good character.

As required by the regulations, I have served for six months in the regiment which you command, and have qualified for my present rank, and have also passed the recent Infantry School of Instruction under Major Bayly.

I have, &c.,
ROBERT B. JOHNSON, Lieut.,
2nd Infantry Regiment.

Forwarded.—G. RAMACIOTTE, Captain, Commanding "A" Company, 2nd Infantry Regiment 9/2/95.

Lieutenant A. E. Chapman to The Officer Commanding 2nd Infantry Regiment.

Sir, 30, Wynyard Square, Sydney, 31 January, 1895.

I have the honor to apply for a commission in the regiment of the Permanent Artillery, and trust you will be good enough to pass the application on through the usual channel, together with a certificate regarding my character.

As required by the regulations, I have served six months in the regiment which you command, and have qualified for my present rank after attending a recent school of instruction under Major Bayly.

I have, &c.,
ALFRED E. CHAPMAN, Lieutenant.

Forwarded, and recommended. Mr. Chapman is a very good officer, smart, and painstaking.—G. RAMACIOTTE, Captain, Comdg. A. Coy., 2nd Infantry Regt.

Minute Paper.

Subject:—Commissions in 1st Garrison Division Artillery—Lieutenants Chapman's, Johnson's, and Mair's application for.

Military Staff Office, Sydney, 26 February, 1895.

THE General Officer Commanding directs the attached to be referred back to you for your opinion as to the eligibility of these officers for the position.

By order,
M. BOAM, Captain
(*Pro* Acting A.A.G.)

The O.C., 2nd Infantry Regt.

The A.A.G.,—I recommend the applications of Lieutenants Johnson and Mair. Lieutenant Chapman is not, in my opinion, an eligible candidate, although likely to make a very good infantry officer.—GEO. W. WADDELL, Lieut.-Col., Comdg., 2nd Infantry Regt., 28/2/95.

A.A.G.,—Approved. Inform O.C. 2nd Regt. that Lieutenants Johnson and Mair will be permitted to compete for the examination to be held shortly.—EDWD. T. H. HUTTON, Major-General and A.D.C., Comdg. N.S.W. Military Forces, 2/3/95.

O.C. 2nd Infantry Regt.,—Please note and return, and inform officers concerned.—By order, A. H. P. SAVAGE, Major, Acting A.A.G., 2/3/95. A.A.G. Noted and returned. Lieutenants Johnson and Mair informed.—M. BAYLY, Major, Adjt. (*pro* C.O.), 2nd Infantry Regt., 8/3/95.

The Major-General Commanding the Military Forces to The Principal Under Secretary.

Sir, Head-quarters, Sydney, 8 March, 1895.

I have the honor to submit and recommend for the approval of the Chief Secretary, the following candidates for the vacancy as lieutenant in the New South Wales Artillery Regiment, to be competed for under the terms of the accompanying syllabus:—

Lieutenant P. L. Murray, 1st Infantry Regiment.
" R. I. B. Johnson, 2nd Infantry Regiment.
" J. Mair, 2nd Infantry Regiment.

On a previous occasion the University authorities were good enough to undertake the examination of the candidates, and I should be obliged if they would again undertake this duty, upon the same lines as that held on the 15th December, 1893.

In the event of the University authorities complying with this request, I shall be obliged if I may be informed of the dates convenient to them for the examination, so that the candidates may receive at least fourteen days' notice.

I have, &c.,
EDWD. T. H. HUTTON, Major-General and A.D.C.,
Commanding Forces, New South Wales.

Submitted for approval.—C.W., 12/3/95. Approved.—J.N.B., 12/3/95.

Syllabus.

Syllabus.

[*Enclosure.*]

GENERAL ORDER 79.

EXAMINATION FOR FIRST COMMISSION, N.S.W. ARTILLERY REGIMENT.

Head-quarters, Victoria Barracks, Sydney, 17 April, 1895.

1. THE following slight modification in the syllabus of examination for first Commissions, New South Wales Artillery Regiment, as published in sub-para. (*e*) of para. 1, of G.O. 236, of 27/11/94, will be adopted:—

The attention of candidates is directed to the Manual of Public Examinations for the year 1895, published for the University of Sydney by W. E. Smith, Bridge-street, Sydney.

It will be noted that the subjects for the "Pass Examination" are practically equivalent to the subjects laid down for the Junior University Examination, and those for "Competitive Examination," to the Senior.

Pass Examination.

Arithmetic.—As laid down in Manual of Public Examinations for the year 1895.
Group III. Section VIII. Page 10.

Euclid.—As laid down in Manual of Public Examinations for the year 1895.
Group III. Section X. Page 10.

Algebra.—As laid down in Manual of Public Examinations for the year 1895.
First part only. Group III. Section IX. Page 10.

French or other foreign language.—As laid down in Manual of Public Examinations for the year 1895.
Group II. Sections IV and V. Page 9.

Geometrical Drawing (both parts).—As laid down in Manual of Public Examinations for the year 1895.
Group V. Section XVI. Page 11.

English.—As laid down in Manual of Public Examinations for the year 1895.
Group I. Section III. Page 9.

Competitive Examination.

Trigonometry.—As laid down in the Manual of Public Examinations for the year 1895.
Group III. Section XII. Page 15.

Mensuration.—As laid down in Manual of Public Examinations for the year 1895.
Group III. Section IX. Page 14.

Mechanics.—As laid down in Manual of Public Examinations for the year 1895.
Group III. Section XIV. Page 15.

* * * * * * * * * * *

By order,
H. D. MACKENZIE, Lieut.-Colonel,
Chief Staff Officer.

The Principal Under Secretary to The Registrar of the Sydney University.

Sir, Chief Secretary's Office, Sydney, 13 March, 1895.

Lieut. P. L. Murray, 1st Infantry Regiment. Lieut. R. I. B. Johnson, 2nd Infantry Regiment. Lieut. J. Mair 2nd Infantry Regiment.

The Chief Secretary having approved of the gentlemen named in the margin as candidates for a vacancy as Lieutenant in the New South Wales Artillery Regiment, to be competed for under the terms of the accompanying syllabus, I shall be glad to learn whether the University Senate will undertake to conduct the examination of these candidates upon the same lines as that held on the 15th December, 1893.

2. In the event of the Senate complying with this request, I am desired to ask that you will be good enough to inform me of the dates convenient to the University authorities for holding the examination, so that the candidates may receive at least fourteen days' notice.

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

The Registrar of the Sydney University to The Principal Under Secretary.

Sir, University of Sydney, 18 March, 1895.

I have the honor to acknowledge the receipt of your letter of the 13th instant, in reference to a proposed examination of candidates for a commission in the New South Wales Artillery. Your letter will be submitted to the Senate at its next meeting.

I have, &c.,
H. E. BARFF,
Registrar.

The Principal Under Secretary to The Major-General Commanding the Military Forces.

Sir, Chief Secretary's Office, Sydney, 20 March, 1895.

Lieut. P. L. Murray, 1st Inf. Rgt. Lieut. R. I. B. Johnson, 2nd Inf. Rgt. Lieut. J. Mair, 2nd Inf. Rgt.

With reference to your letter of the 8th instant, I am directed to inform you that the Chief Secretary has approved of the candidates mentioned in the margin for the vacancy as Lieutenant in the New South Wales Artillery Regiment; and that the Registrar of the University of Sydney, who was communicated with regarding the examination of these gentlemen, represents that the matter will be duly submitted to the Senate at its next meeting.

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

Memorandum

Memorandum from the Assistant Adjutant-General to The Officer Commanding 2nd Infantry Regiment.

18 April, 1895.

PLEASE notify Lieutenants Johnson and Mair that the examination for the vacant commission in 1st Garrison Div. New South Wales Artillery Regiment will probably take place at an early date.

By order,
H. D. MACKENZIE,
Lieut.-Col., A.A.G.

The O.C. C Company to inform Lieut. Mair (who will initial this document), and forward to O.C. A Company, who will inform Lieut. Johnson, and return it to me.—M. BAYLY, Major, Adjt. 2nd Inf. Rgt. (*pro* C.O.), 19/4/95.

Lieut. J. Mair to note and initial, and forward to O.C. A Company.—GEO. H. HOLLAND, Capt., Commanding C Company, 22/4/95. O.C. A Company.—Have noted and forward as desired.—J. MAIR, Lieut., C Company, 2nd Inf. Regt. Lieut. Johnson to note and return.—G. RAMACIOTTE, Capt., Com. A Company, 2nd Inf. Regt.

Have noted and returned, but owing to my being constantly engaged in preparing for an examination at the University to take place about the same date as the examination within referred to, it will be impossible to present myself for the latter, and I therefore notify my intention of withdrawing from same.—ROBERT B. JOHNSON, Lieut., A Company, 2nd Inf. Regt., 24/4/95. Returned.—G. RAMACIOTTE, Capt., Com. A Company, 2nd Inf. Regt., 24/4/95. The A.A.G. for information.—M. BAYLY, Major, Adjt., 2nd Inf. Regt. (*pro*) C.O., 25/4/95.

O.C. 2nd Regt.—Please inform Lieut. Mair that the examination will take place at the University, at 10 a.m. on 6th instant, under the old conditions as published in G.O. 236 of 27/11/94.—By order, M. BOAM, Capt., Actg. D.A.A.G., 3/5/95. D.A.A.G.,—Mr. Mair to-day informed accordingly.—GEO. W. WADDELL, Lieut.-Col., Com. 2nd Inf. Regt., 3/5/95.

The Registrar of the Sydney University to The Principal Under Secretary.

Sir, University of Sydney, 2 April, 1895.

I have the honor to inform you that the Senate has had under consideration your letter of the 13th of March, in which you ask that an examination may be held of candidates for a Commission in the New South Wales Artillery.

I am now directed to transmit to you the following resolutions, which were adopted by the Senate, on the recommendation of the Professorial Board:—

1. The periodical holding of such an examination would be found by the Staff to cause a great amount of trouble, and consume a considerable amount of time, and it is believed unnecessarily.
2. The details of the examination as proposed by the General Officer Commanding are in several respects such as the Board cannot approve, in particular the Euclid limit and the Algebra limit, and the indefiniteness of the French and English subjects.
3. The Senior and Junior Examinations can be used with advantage for the purpose apparently aimed at by the General Officer Commanding, a suitable selection of subjects being made.
4. The Board, therefore, suggests that the Senate should invite the General Officer Commanding to confer with the Registrar, with a view to adopting the proposal in No. 3.

I have, &c.,
H. E. BARFF,
Registrar.

This communication should now be referred to the Major-General Commanding the Military Forces.—C.W., 5/4/95. Approved.—J.N.B., 5/4/95. The Major-General Commanding the Military Forces.—C.W., B.C., 5/4/95.

The Registrar of the Sydney University to The Principal Under Secretary.

Sir, University of Sydney, 22 April, 1895.

With reference to my letter of the 2nd of April, I have the honor to inform you that I have been in communication with Major-General Hutton with reference to the examinations for commissions in the New South Wales Artillery, and that he has agreed in future to utilise the Senior and Junior Public Examinations in testing the qualifications of candidates for such commissions.

As it appears that inconvenience would be caused by adopting this change at once, the Professorial Board will examine under the old conditions for this occasion only, the examination to be held on the 6th of May.

I have, &c.,
H. E. BARFF,
Registrar.

The Major-General Commanding the Military Forces.—C.W., B.C., 30/4/95.

General Order 82.

[*Extract.*]

Examination for First Commission N.S.W. Artillery Regiment.

Head-quarters, Victoria Barracks, Sydney, 22 April, 1895.

* * * * * *

2. Referring to G.O. 236 of 27-11-94, para. 2, the competitive examination for first Commissions in the N.S.W. Artillery Regiment therein alluded to will be held at the Sydney University, commencing on Monday, 6th May, at 9·30 a.m.

The following officers will report themselves to the Registrar for examination:—

Lieutenant Murray, 1st Infantry Regiment.
" Johnson, 2nd " "
" Mair, 2nd " "

Dress—Plain clothes.

Attention is drawn to G.O. 79 of 17th instant, para. 1.

* * * * * *

By order,
H. D. MACKENZIE, Lieut.-Colonel,
Chief Staff Officer.

The

The Registrar of the Sydney University to The Assistant Adjutant-General.

Sir,

University of Sydney, 20 May, 1895.

I have the honor to enclose herewith the results of the examinations for commissions in the N.S.W. Artillery Regiment which have recently been held, together with the Examiners' marks.

I have, &c.,
H. E. BARFF,
Registrar
(per R.A.D.)

[*Enclosures.*]

UNIVERSITY OF SYDNEY.

EXAMINATION for a Commission in the New South Wales Artillery.—May, 1895.

	Qualifying Subjects.							Competitive Subjects.			
	Arithmetic and Algebra.	French.	Dictation.	English Composition.	Geometrical Drawing.	Euclid.	Total.	Plane Trigonometry.	Mensuration.	Hydrostatics and Mechanics.	Total.
Maximum marks ...	100	100	10	15	100	100	...	100	100	100	...
J. Mair	39	72	10	12	40	41	214	34	53	40	127
P. L. Murray	33	57	9½	9	25	24	157	29	56	26	111

H. E. BARFF (per R.A.D.),
Registrar, University of Sydney.

	Euclid.	Trigonometry.	Arithmetic and Algebra.	Mechanics and Hydrostatics.
Full marks	50	100	100	100
J. Mair	41	34	39	40
P. L. Murray	24	29	33	26

T.S.G., 17/5/95.

FRENCH.

	1	2						
		a	*b*	*c*	*d*	*e*	Total.	Per cent.
	23	18	16	5	5	8	75	
P. L. Murray ...	13	8½	8	4	4½	6	44	57 } Pass.
J. Mair	18	11	7	5	5	8	54	72 }

GEOMETRICAL DRAWING.

Mr. J. Mair ... ... 40 per cent.
Mr. P. L. Murray ... ... 25 ,,

W. H. WARREN.

MENSURATION.

P. L. Murray ... ... 56 per cent.
J. Mair ... ... 53 ,,

W. H. WARREN.

DICTATION.

Max. 10.

P. L. Murray ... ... ½ } Pass { ... 9½
J. Mair ... ... 0 } { ... 10

ENGLISH ESSAY.

Max. 15.

P. L. Murray—very short, good so far as it goes ... ... 9 } Pass.
J. Mair ... ... 12 }

The

The Principal Under Secretary to The Registrar of the Sydney University.

Sir, Chief Secretary's Office, Sydney, 25 September, 1895.

I am directed by the Chief Secretary to request that you will be good enough to cause me to be furnished with copies of the examination papers set for the competition for the vacant commission in the New South Wales Artillery Regiment on the 6th May last, the same being required for the completion of a Return called for by the Legislative Assembly.

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

The Registrar of the Sydney University to The Principal Under Secretary.

Sir, University of Sydney, 27 September, 1895.

In reply to your letter of the 25th instant, I have the honor to inform you that the examination papers set in May last for candidates for the commission in the New South Wales Artillery were in manuscript, and copies of them have not been kept at the University.

As it is now vacation time the professors who conducted the examinations are away from Sydney, but upon their return next week I will endeavour to obtain copies of the papers from them, and forward them to you with as little delay as possible, if successful.

I have, &c.,
H. E. BARFF,
Registrar.

The Registrar of the Sydney University to The Principal Under Secretary.

Sir, University of Sydney, 1 October, 1895.

In reply to your letter of the 25th ultimo, I have ascertained that the professors concerned in the examination of candidates for a commission in the New South Wales Artillery in May last have not kept copies of the examination papers set in that examination. I regret, therefore, that I am unable to supply the copies asked for.

I have, &c.,
H. E. BARFF,
Registrar.

Sydney: Charles Potter, Government Printer.—1895.

[Cd.]

1895.

LEGISLATIVE ASSEMBLY.

NEW SOUTH WALES.

NAVAL BRIGADE.

(PAPERS IN CONNECTION WITH THE APPOINTMENT OF COMMANDER CONNOR AND THE RETIREMENT OF LIEUTENANTS MILSON AND COHEN.)

Ordered by the Legislative Assembly to be printed, 8 October, 1895.

RETURN to an *Order* made by the Honorable the Legislative Assembly of New South Wales, dated 3rd September, 1895, That there be laid upon the Table of this House,—

"A copy of all papers and correspondence in connection with the appointment of Commander Connor and the retirement of Lieutenants Milson and Cohen from the Naval Brigade."

(Mr. McElhone.)

The Captain Commanding the Naval Forces to The Principal Under Secretary.

Sir, Sydney, 3 July, 1891.

I have the honor very respectfully to recommend that Lieutenant Connor, of the Naval Brigade, who is also a retired navigating lieutenant in the Royal Navy, may be appointed a Commander in the Naval Brigade, to fill the vacancy created by the lamented death of the late Commander Lewington.

I have, &c.,
FRANCIS HIXSON, Captain,
Commanding Naval Forces.

Submitted, 4/7/91. Approved.—H.P., 4/7/91.

Minute Paper for The Executive Council.

Promotion in the Naval Brigade.

Colonial Secretary's Office, Sydney, 6 July, 1891.

I RECOMMEND the appointment of Lieutenant Edward Richard Connor, late R.N., as Commander in the Naval Brigade, *vice* Lewington, deceased.

HENRY PARKES.

Minute of the Executive Council.

The Executive Council advise that the appointment herein recommended be approved.—ALEX. C. BUNGE, Clerk of the Council.

Approved.—JERSEY, 28/7/91. Min. 91-33, 28/7/91. Confirmed, 29/7/91.

126—A Commission.

[505 copies—Approximate Cost of Printing (labour and material), £12 12s. 6d.]

Commission.

By His Excellency the Right Honourable VICTOR ALBERT GEORGE, EARL OF JERSEY, a Member of Her Majesty's Most Honorable Privy Council, Knight Grand Cross of the Most Distinguished Order of St. Michael and St. George, Governor and Commander-in-Chief of the Colony of New South Wales and its Dependencies.

To Lieutenant Edward Richard Connor,—

KNOW you, that I, Victor Albert George, Earl of Jersey, the Governor aforesaid, do, by virtue of the power and authority in me vested by the Act of Parliament passed in the thirty-fourth year of Her present Majesty's Reign, and intituled "An Act to provide for the regulation and discipline of the Military and Naval Forces in the service of Her Majesty's Government in New South Wales," hereby appoint you, the said Lieutenant Edward Richard Connor to be a Commander in the Naval Brigade.

Given under my hand and the Seal of the Colony, at Government House, Sydney, in New South Wales aforesaid, this 29th day of July, in the fifty-fifth year of Her Majesty's Reign, and in the year of our Lord 1891.

By His Excellency's Command,— (L.S.) JERSEY.

HENRY PARKES.

Entered on record by me, in Register of Patents, No. 14, page 160, this thirtieth day of July, one thousand eight hundred and ninety-one.

For the Colonial Secretary and Registrar of Records,

CRITCHETT WALKER,
Principal Under Secretary.

Extract from *Government Gazette*, 18th August, 1891.

Colonial Secretary's Office, Sydney, 29 July, 1891.

HIS Excellency the Governor, with the advice of the Executive Council has been pleased to appoint

LIEUTENANT EDWARD RICHARD CONNOR, LATE R.N.

to be a Commander in the Naval Brigade, *vice* Lewington, deceased.

HENRY PARKES.

The Principal Under Secretary to The Captain Commanding the Naval Forces.

Sir, Colonial Secretary's Office, Sydney, 18 August, 1891.

With reference to your letter of the 3rd ultimo, I am directed by the Colonial Secretary to inform you that His Excellency the Governor, with the advice of the Executive Council has been pleased to appoint Lieutenant Edward Richard Connor, late R.N., to be a Commander in the Naval Brigade, *vice* Lewington, deceased, and to transmit herewith a Commission that has been prepared in his favour accordingly.

Dated 29th July, 1891.

2. I am desired to add that Mr. Connor's appointment has been notified in the *Government Gazette* of the present date.

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

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

Sir, Colonial Secretary's Office, Sydney, 18 August, 1891.

I am directed by the Colonial Secretary to state for the information of the Colonial Treasurer that His Excellency the Governor, with the advice of the Executive Council, has been pleased to appoint Lieutenant Edward Richard Connor, late R.N., to be a Commander in the Naval Brigade, *vice* Lewington, deceased.

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

Memorandum from Captain Commanding Naval Forces to The Principal Under Secretary.

As the accompanying communication contains much extraneous and irrelevant matter, I perhaps ought not to forward it on.

By doing so, however, I may possibly show how utterly unfit either of the gentlemen who have signed it are to hold a leading position in a disciplined body of sailor men.

The actual facts that should be discussed are simply these:—

There are three Lieutenants in the Sydney portion of the Naval Brigade whose commissions happen to date on the same day, and I, for the benefit of the Force, which I have the honor to command, and [without any personal feeling in the matter, have selected the officer I consider best suited for the vacancy created by the sad death of the late Commander Lewington.]

I may add that Lieutenant Connor whom I have selected is an experienced naval officer. He has seen service in all parts of the world. He has also held a previous command.

Whereas the experience of Lieutenants Cohen and Milson is limited to the partial training they have undergone in the Volunteer Naval Brigade of New South Wales.

FRANCIS HIXSON,
Captain Commanding Naval Forces.

Submitted, 15/7/91. Inform Messrs. Cohen and Milson that the Captain Commanding Naval Brigade, reports (give substance of words between brackets). Let case proceed.—H.P., 25/7/91.

[*Enclosure.*]

[*Enclosure.*]

To the Captain Commanding Naval Brigade,— Sydney, 7 July, 1891.

Sir,

Herewith we have the honor to enclose a communication, addressed by your permission, to His Excellency the Commander-in-Chief, and respectfully request that you will be good enough to forward the same through the proper channel.

We have, &c.,
VICTOR COHEN,
ALFRED G. MILSON,
Lieutenants.

Forwarded through Commander Lindeman, R.N.

In forwarding this communication I wish to state that when Lieut. Cohen brought me his letter, applying for the rank of commander, I informed him that I did not see the necessity for a second commander, and I made a minute to that effect on his letter. The Captain Commanding Naval Forces having decided, however, that it is desirable that Lieut. Connor, R.N., should be promoted, and as he is the best judge as to the future requirements of the local Naval Forces, I can have no sympathy whatever, with the questions raised by Lieuts. Cohen and Milson.—GEO. S. LINDEMAN, R.N., Com. N. B., 8/7/91.

(*Sub-enclosure.*)

Sydney, 6 July, 1891.

To His Excellency the Earl of Jersey, Governor and Commander-in-Chief of the Colony of New South Wales,—

My Lord,

Having been informed by the Captain Commanding Naval Brigade of his intention to recommend to your Excellency that Lieutenant Connor, late Royal Navy, and at present a lieutenant in the Naval Brigade, be appointed commander in that corps (with navigating duties on board H.M.C.S. "Wolverene") in succession to the late Commander A. J. Lewington, and such recommendation having, we are informed, been forwarded for approval, we regret we feel it consistent with our duty to approach your Excellency and submit an appeal against such recommendation on the several following grounds, *i.e.*:—

1. That Lieutenant Connor is not the senior lieutenant of the Naval Brigade.
2. That the reason advanced, viz., that Lieutenant Connor is "a professional naval man" does not justify his promotion over our heads.
3. That, in the opinion of Commander Lindeman, the senior Commander of the Naval Brigade, the appointment of a second commander is unnecessary, he having, we understand, endorsed an application submitted by Lieutenant Cohen to that effect, and that such opinion has been confirmed and expressed to Captain Hixson by Lieutenant Connor, the subject of this contemplated promotion.

In support of this appeal we beg respectfully to invite your Excellency's attention to the following statement. The dates and services are:—

Lieutenant Cohen joined as cadet 1st July, 1867; promoted to sub-lieutenant 22nd July, 1871; promoted to lieutenant 1st May, 1885.

Lieutenant Milson joined as cadet 30th June, 1871; promoted to sub-lieutenant 2nd June, 1880; promoted to lieutenant 1st May, 1885.

Lieutenant Connor joined as lieutenant 1st May, 1885.

All the required examinations have been passed by us, and our commissions as lieutenants were awarded us on the promotion of the then senior lieutenant, A. J. Lewington, as Commander, in succession to the late Commander Jones.

The question of our seniority over Lieutenant Connor has on all occasions up to the present been recognised, but Captain Hixson now seeks to set it aside, on the ground that our commissions as lieutenants are all of the same date. We now, therefore, respectfully appeal to your Excellency to decide this matter, and pray that you will, on this ground, award us the promotion we claim, if it is decided to continue the office of Commander; if not, then we likewise respectfully claim to be considered in our turn as the senior lieutenant, with the duties of left leader of the Brigade, as suggested by Commander Lindeman, and concurred in by Lieutenant Connor, who informed us that he had asked Captain Hixson to reconsider his recommendation, with a view to the acceptance of the suggestion, and the ultimate bestowal of the position on Lieutenant Cohen.

We understand from Captain Hixson his chief reasons for proposing Lieutenant Connor are on account of that gentleman having had previous service in the Royal Navy, and the desirableness of having a second commander in the Naval Brigade capable of taking command of any ship that may be assigned to the Naval Brigade. With these commendable reasons, we could not conscientiously demur, if the grounds upon which they are based were tenable, but the facts are that the Brigade is an institution separated from the Training Ship "Wolverene," on which the navigating duties allotted to Lieutenant Connor as a Commander of the Naval Brigade are to be performed, and which it may here be mentioned have hitherto been so performed by Lieutenant Connor, he having been appointed to the staff of the "Wolverene," and in receipt of a special allowance for his services.

It is especially brought under Your Excellency's notice that the "Wolverene" is a training-ship, and not a ship specially set apart for the sole use of the Naval Brigade, but for the Naval Forces of the Colony for purposes of training, and that the vessel is being so used, and the members of the Naval Brigade are, in accordance with the 2nd Regulation of their constitution, being trained to the use of the "great guns and small arms" therein referred to. That the "Wolverene" is in the Estimates submitted to Parliament designated the "Training Ship," and an entirely separate vote is taken for its maintenance, and is kept altogether apart from the items for the Naval Brigade. That the regulations affecting the Brigade in this matter simply require certain conditions to be observed in respect to discipline when on board the "Wolverene" for training, and that the drills hitherto ordered have been conducted more on shore

shore than afloat. Another evidence respectfully put forward in support of our contention that the "Wolverene" and the "Naval Brigade" are distinct, is to be found in the fact that the uniform adopted by the "Officers of the Staff" of the "Wolverene," the majority of whom likewise hold commissions in the Naval Brigade, is totally different from that assigned to the corps.

We respectfully point out to your Excellency that on no occasion has any censure been passed on us until a recent interview on Friday last with Captain Hixson, when we were, for the first time since we had the honor of holding a Commission, told by our Captain, that any orders given by us to the men would not be obeyed with the same promptitude or alacrity as they would be if they were given by Lieutenant Connor. Whilst we protested against the injustice of such an insinuation (which will doubtless also appear to your Excellency as unfair), we cannot but feel that it indicates the spirit underlying the motives for not recommending either of us for promotion in this instance. The opinion now given expression to receives further confirmation from the statement already made to us by Captain Hixson to the effect that had Lieutenant Connor been our junior by five years, his promotion in preference to ours would have still been urged; further, we may be permitted to add that Captain Hixson intimated his desire to introduce Mr. Goldfinch, late Royal Navy, as a lieutenant, who would rank as junior, with the avowed object of promoting him over the heads of all other lieutenants now in the Brigade, should opportunity offer. The inference we feel compelled to draw from our interview is that we and the officers junior to us are incompetent, and that only those who have served in the Royal Navy, notwithstanding what length of period has elapsed since the determination of services therein, are eligible for promotion beyond the rank of lieutenant. In the absence of any regulation to that effect or of any well-grounded cause for censure, we respectfully ask that your Excellency may be pleased to defer confirming the appointment as recommended, and will direct that either the usual practice followed in the Naval Brigade be observed on this occasion, viz., the appointment of the next senior—or that the position be abolished with a view to the appointment of Lieutenant Cohen as Left Leader of the Brigade as suggested by Commander Lindeman. If such is done, then no injustice will accrue to Lieutenant Connor who will still continue his navigating duties on board the "Wolverene," and for which Captain Hixson alleges is the main reason for the recommendation made by him.

In conclusion we may add that since forwarding on the recommendation now appealed against, Lieutenant Cohen has received notice of his appointment in succession to the late Commander Lewington to act in conjunction with Lieutenant Connor in examining the next senior sub-lieutenant and midshipman for the vacancy in the rank of lieutenants and sub-lieutenants, which action appears strangely out of harmony with the facts herein set out. We further beg to apologise to your Excellency for the unavoidable length of our appeal, and to assure you of the pain we experience in protesting against the action of our Commanding Officer in this matter, actuated as we are by due regard for discipline and a sense of strict regard for our rights as well as for the interests of the corps in which we have had the honor to faithfully serve for so long a period.

We now leave the matter in your Excellency's hands, feeling sure we shall receive an impartial decision, and beg respectfully to remain,

Your Excellency's obedient and humble servants,

VICTOR COHEN, } Lieutenants,
ALFRED G. MILSON, } Naval Brigade.

Forwarded through the Captain Commanding Naval Brigade.

The Principal Under Secretary to Lieutenants Cohen and Milson.

Gentlemen, Colonial Secretary's Office, Sydney, 25 July, 1891.

With reference to your joint protest against the proposed promotion of Lieutenant Connor to the vacancy created in the Naval Brigade by the death of Commander Lewington, I am directed by the Colonial Secretary to inform you that the Captain Commanding the Corps reports that he was not actuated by any personal feeling, and selected the officer he considered best suited for the vacancy.

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

Lieutenant Cohen to The Principal Under Secretary.

Sir, Sydney, 29 July, 1891.

I have the honor to acknowledge receipt of yours of 25th instant, and have respectfully to ask that I may be furnished with a copy of the report wherein Captain Hixson alleges he has not been actuated by any personal feeling in selecting Lieutenant Connor in succession to the late Commander Lewington.

I have, &c.,
VICTOR COHEN.

Lieutenant Cohen to The Captain Commanding the Naval Forces.

Sir, 7 August, 1891.

As you expressed your willingness to-day to the Principal Under Secretary to furnish me on application with a copy of your minute on the joint protest submitted by Lieutenant Milson and myself, in regard to the appointment of Lieutenant Connor as Commander in succession to the late Commander Lewington, I have now the honor to make such application, and ask that a copy of the minute may be supplied me at your earliest convenience.

Yours, &c.,
VICTOR COHEN,
Lieutenant.

The

The Captain Commanding the Naval Forces to Lieutenant Cohen.

Sir, Sydney, 13 August, 1891.

In reply to your letter of the 7th instant, requesting me to furnish you with a copy of my minute on the joint protest submitted by Lieutenant Milson and yourself, in the matter of Lieutenant Connor's promotion, with as little delay as possible, I have now the honor to inform you that the minute in question has not yet come back to me.

In view, therefore, of the official etiquette preserved by Government officers in such matters, I regret that I do not feel justified in furnishing you with a copy until it is returned from the Colonial Secretary's office.

You will remember, probably, that I read the said minute twice to you and Lieutenant Milson before I sent it on.

Although your letter is dated the 7th of August, it did not reach me until to-day.

I have, &c.,
FRANCIS HIXSON,
Captain Commanding Naval Forces.

Lieutenant Cohen to The Principal Under Secretary.

Sir, Sydney, August, 1891.

I have the honor to invite your attention to my letter of 29th ultimo, asking for a copy of the minute referred to in your letter to me, dated 25th July, and to respectfully beg that I may be favoured with a reply thereto.

I have, &c.,
VICTOR COHEN,
Lieutenant, Naval Brigade.

Inform Mr. Cohen that his application should be made through his superior officer.—C.W., 28/8/91.

The Principal Under Secretary to Lieutenant Cohen.

Sir, Colonial Secretary's Office, Sydney, 31 August, 1891.

Referring to your letter of the 29th ultimo, requesting to be supplied with a copy of Captain Hixson's minute relative to the filling of the vacancy in the Naval Brigade caused by the death of Commander Lewington, I am directed by the Colonial Secretary to state that your application should be sent through the Officer Commanding the Corps.

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

Lieutenants Cohen and Milson to His Excellency the Governor and Commander-in-Chief.

My Lord, Sydney, 13 August, 1891.

We respectfully desire to bring under your notice the serious imputations of "incompetency" and "utter unfitness to hold leading positions in a disciplined corps" cast upon us, as lieutenants in the Naval Brigade, by our commanding officer, Captain Hixson.

These charges were verbally made to us, and have been confirmed in his communication to the Honorable the Colonial Secretary, which covered our letter to your Excellency of the 6th July last.

As we feel we cannot, in justice to the commissions we hold, or with any self-respect, rest under such accusations—made for the first time after a long period of service—we have the honor to ask that you will be good enough to convene a "commission or court of inquiry," with a view to the consideration of these charges, and their substantiation, or otherwise, by Captain Hixson.

We have also the honor to ask that you will be good enough to delay action in connection with the recommendation of Captain Hixson as to the promotion of Lieutenant Connor pending result of such inquiry.

We have, &c.,
VICTOR COHEN,
Lieutenant, N.B.
ALFRED G. MILSON,
Lieutenant, N.B.

This letter is forwarded on as requested. The complaint that Messrs. Cohen and Milson have against me arises from a minute which I felt it my duty to make on, what I venture to term, a very insubordinate letter of theirs which was addressed to His Excellency the Governor, and forwarded to the Colonial Secretary's Office on the 7th July, 1891.

As it is impossible that Lieutenants Cohen and Milson and I can continue to act in our respective spheres whilst this matter is under investigation, I have the honor respectfully to report that I have considered it necessary under the powers conferred on me by the Regulations of the 28th December, 1875, to suspend these officers from duty.—FRANCIS HIXSON, Captain Commanding Naval Forces, 17/8/91. The Principal Under Secretary.

The Captain Commanding the Naval Forces to Lieutenant Cohen.

Sir, Sydney, 17 August, 1891.

I have the honor to acknowledge the receipt of a joint letter, signed by you and Lieutenant Milson, covering a communication addressed to His Excellency the Governor and Commander-in-Chief, asking that a Commission or Court of Inquiry may be convened to inquire into certain action of mine regarding the exercise of my right of selection, for the purpose of filling up a death vacancy in the corps which I have the honor to command, and for the discipline of which I am held responsible.

In

In reply thereto, I beg to inform you that the communication in question will be duly forwarded on; as it is impossible, however, that you and I under these circumstances can continue to act in our respective spheres whilst this matter is under consideration, I consider it necessary, under the powers conferred upon me by the Naval Brigade Regulations of the 28th December, 1875, to suspend you from duty.

You are, therefore, suspended accordingly.

I have, &c.,
FRANCIS HIXSON,
Captain Commanding Naval Forces.

The Captain Commanding the Naval Forces to Lieutenant Milson.

Sir, Sydney, 17 August, 1891.

I have the honor to acknowledge the receipt of a joint letter signed by yourself and Lieutenant Cohen, covering a communication addressed to His Excellency the Governor and Commander-in-Chief, asking that a Commission or Court of Inquiry may be convened, to inquire into certain action of mine regarding the exercise of my right of selection, for the purpose of filling up a death vacancy in the corps which I have the honor to command, and for the discipline of which I am held responsible.

In reply thereto, I beg to inform you that the communication in question will be duly forwarded on; as it is impossible, however, that you and I under these circumstance can continue to act in our respective spheres whilst this matter is under consideration, I consider it necessary, under the powers conferred upon me by the Naval Brigade Regulations of the 28th December, 1875, to suspend you from duty.

You are, therefore, suspended accordingly.

I have, &c.,
FRANCIS HIXSON,
Captain Commanding Naval Forces.

Henry Levien, Esq., M.P., to The Colonial Secretary.

Sir, 180, Phillip-street, Sydney, 17 August, 1891.

I understand that a protest has been entered by Lieutenants Cohen and Milson of the Naval Brigade, in respect to the appointment of Lieutenant Connor as Commander in that force, also that the Captain Commanding is at present in receipt of a letter addressed to His Excellency the Governor asking that a Commission of Inquiry may be convened to inquire into the accuracy of certain statements made by Captain Hixson.

I have the honor to ask that, pending the appointment and report of the Court, the gazettal of any appointments in connection with the Naval Brigade may be delayed.

I have, &c.,
HENRY LEVIEN.

Acknowledge and say that you have submitted the letter to me, but that the appointment of Lieut. Connor has been finally dealt with.—H.P., 18/8/91.

The Principal Under Secretary to H. Levien, Esq., M.P.

Sir, Colonial Secretary's Office, Sydney, 18 August, 1891.

In acknowledging the receipt of your letter of the 17th instant, regarding the protest entered by Lieutenants Cohen and Milson of the Naval Brigade, in respect to the appointment of Lieutenant Connor as Commander in that corps, I am directed to say that the communication was duly submitted to the Colonial Secretary, but that the appointment of Lieutenant Connor has been finally dealt with.

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

Lieutenants Cohen and Milson to His Excellency the Governor and Commander-in-Chief.

My Lord, Sydney, 18 August, 1891.

We have the honor to enclose herewith letters received by us from Captain Hixson, notifying our suspension from duty under the powers conferred upon him by Naval Brigade Regulations of 28th December, 1875. Copy of which is forwarded.

We have the honor to forward copies of our reply to such letter, in which we respectfully submit that no such power of suspension is vested in him either by the Regulation or the Act under which they are framed. We have, therefore, to ask that this matter may also be dealt with by the Commission or Court of Inquiry we have applied for in our letter of 13th instant.

We have, &c.,
VICTOR COHEN, } Lieutenants,
ALFRED G. MILSON, } Naval Brigade.

Forwarded.—FRANCIS HIXSON, 19/8/91. The Principal Under Secretary. Submitted, 25/8/91.

[*Enclosure.*]

Sir, Sydney, 18 August, 1891.

I have the honor to acknowledge receipt of your communication of yesterday's date, notifying that you have suspended me from duty under the powers conferred upon you by the Naval Brigade Regulations of the 28th December, 1875.

I

I respectfully submit that no such power of suspension is vested in you, either by the Regulations you refer to or the Act under which they are framed.

I desire also respectfully to point out that in our communication to His Excellency the Governor and Commander-in-Chief, asking for a Commission or Court of Inquiry to be convened, it is not, as stated in your communication now under reply, asked for with a view "to inquire into certain actions of yours regarding the exercise of your right of selection," but with a view to the consideration of certain serious imputations of incompetency and "utter unfitness to hold leading positions in a disciplined corps" which you have thought fit to make regarding me.

I have also the honor to request that the enclosed communication with regard to your right to suspend me from duty, as stated in your letter of 17th instant, may be forwarded to His Excellency the Governor and Commander-in-Chief.

I have &c.,

VICTOR COHEN, Lieut.,
Naval Brigade.

Captain F. Hixson, Commanding Naval Brigade.

[The foregoing is also a copy of a letter forwarded by Lieutenant Milson, and signed by him.]

[*Regulations referred to in letter to His Excellency the Governor, dated* 18*th August*, 1891.]

Colonial Secretary's Office, Sydney, 28 December, 1875.

His Excellency the Governor having been pleased, with the advice of the Executive Council, to make the following Regulations for the Naval Brigade, directs their publication in accordance with the 50th section of the Volunteer Force Regulation Act of 1867.

JOHN ROBERTSON.

New South Wales Naval Brigade.

The Naval Brigade of New South Wales is maintained under the Act 31 Victoria No. 5, and is subject to the provisions of that Act and to all Regulations made by the authority of the Governor, in pursuance of the 50th section of the said Act.

The Brigade having been established for the purpose of securing the services of a picked body of seafaring men, who would be available for the defence of the Colony either afloat or ashore, it is essential that every member be drilled so as to obtain a thorough practical knowledge of the mode of using great guns and small arms.

The Brigade shall consist of such commissioned officers as may be appointed by the Governor, and such warrant and petty officers and men as may be appointed or engaged under the powers conferred by the said Act.

The Officer Commanding is held responsible for the discipline of the Brigade, and is armed with power for ordering fines to be exacted for non-attendance at drill, and for enforcing discipline by dismissal and otherwise.

General musters and company drills will take place as frequently as may be deemed necessary by the Officer Commanding for maintaining the efficiency of the Brigade.

The Brigade will be divided into companies, in charge of lieutenants, who will be responsible to the Officer Commanding the Force, for the arms, accoutrements, and clothing issued, and for the general efficiency and discipline of their respective companies.

Officers and men will be paid in accordance with the provision made by the Legislature for the support of the Brigade.

Every applicant for enrolment in the Brigade must produce certificates of character, or otherwise give satisfactory proof of good conduct and fitness for service in the force, be a British subject, not less than 5 ft. 6 in. in height, nor more than 35 years of age, and must take the oath of allegiance as prescribed in the Act.

Every member of the Brigade must be free from physical defects, and no person will be permitted to remain in the force who, from age or decrepitude, is considered unfit for active service.

Members of the Brigade, when on duty, must obey the lawful commands of any superior officer; and must give the customary salute to all commissioned officers of Colonial Corps, and to officers of Her Majesty's Service, when in uniform.

In case of actual or apprehended invasion of any part of the Colony of New South Wales, the Naval Brigade may be assembled for service; and whenever they are so assembled they will be liable to serve in any place, or on board any ships within the jurisdiction of the Colony, and will be subject to the provisions of the Articles of War, and all the laws and regulations for the government of Her Majesty's vessels and forces by sea.

The officers of the Naval Brigade shall take rank with the officers of the Royal Navy within the territory of New South Wales, as the junior of their respective grades.

The uniform of the officers and men of the Brigade shall be of such naval description as may be approved by the Governor.

Any member of the Brigade may, except when on actual service, retire from the force, on complying with the regulations in terms of the Act.

Lieutenant Cohen to The Captain Commanding the Naval Forces.

Sir,

Sydney, 4 September, 1891.

I have the honor to inform you that I have had presented to me to-day, per Sub-Lieutenant Hixson, the pay-sheet and amount of £6 3s. for the month of August.

As by your letter of 17th August it was intimated you had suspended me from duty, I have deferred accepting the amount or signing the pay-sheet pending instructions from you.

I have, &c.,

VICTOR COHEN,
Lieutenant.

The

The Captain Commanding the Naval Forces to The Principal Under Secretary.

Sir, Sydney, 10 September, 1891.

Referring to my B.C. communication of the 19th ultimo, forwarding letters addressed by Lieutenants Cohen and Milson, of the Naval Brigade, to His Excellency the Commander-in-Chief, I have now the honor to inform you that although these officers have been very insubordinate, notwithstanding that I have strictly kept within the powers conferred upon me by the regulations, which are in accordance with the practice of the Royal Navy, and have consequently given them no shadow of justification for the unservicelike manner in which they have acted, I have yet no wish to resort to extreme measures in dealing with them.

I therefore respectfully suggest that they may be called upon to withdraw their letters of the 6th July, and the 13th and 18th ultimo. If these letters are withdrawn I shall have no objection to restore the officers to their duty, with a reprimand to each of them as a caution for their future behaviour.

I have, &c.,
FRANCIS HIXSON,
Captain Commanding Naval Forces.

Submitted, 10/9/91. Appd.—H.P., 29/9/91. The Captain Commanding the Naval Forces.—C.W., P.U.S., B.C., 29/9/91.

Lieutenant Cohen to The Captain Commanding the Naval Forces.

Sir, Sydney, 9 October, 1891.

I have the honor to intimate that to-day I have been again tendered the amount of pay for the month of August, but, not having been favoured with a reply to my letter of 4th September addressed to yourself, I have deferred accepting the amount due to me or signing the abstract for same pending the instructions asked for in the letter referred to.

I have again respectfully to ask for such instructions.

I have, &c.,
VICTOR COHEN,
Lieutenant, N.B.

It is not customary for officers of either the Civil or Naval Service to ask for or give instructions during a term of suspension from duty. Hence my inattention to your letter herein alluded to.—FRANCIS HIXSON, 14/10/91. Lieut. Cohen.

The Captain Commanding the Naval Forces to Lieutenant Cohen.

Sir, Sydney, 13 October, 1891.

Referring to my letter of the 13th August, I have now the honor to inform you that the minute therein referred to has been returned to me from the Colonial Secretary's Office. You are, therefore, at liberty to take a copy of it, if you call here for that purpose.

I take this opportunity of informing you that the Honorable the Colonial Secretary approves of you and Lieutenant Milson being restored to duty if you withdraw your letters of the 6th July and 13th and 18th of August.

I have, &c.,
FRANCIS HIXSON,
Captain Commanding Naval Forces.

The Captain Commanding the Naval Forces to Lieutenant Milson.

Sir, Sydney, 13 October, 1891.

I have the honor to inform you that the Honorable the Colonial Secretary approves of your being restored to duty, if you withdraw your letters of the 6th July and 13th and 18th August.

I have, &c.,
FRANCIS HIXSON,
Captain Commanding Naval Forces.

Lieutenant Milson to The Captain Commanding the Naval Forces.

Sir, Sydney, 15 October, 1891.

I have the honor to report that on the 13th instant, Sub-Lieutenant H. Hixson formally tendered me the pay for the month of August, and asked me to sign the abstract for that month. I replied in the following terms:—"That before accepting the pay for the month of August, he should furnish me with a memo. of the nature of his instructions to tender me the money, and also that I should be afforded sufficient time to address the Officer Commanding Naval Forces, with a view to obtaining his instructions to receive the pay, such course being rendered necessary owing to my suspension."

I am to-day in receipt of the following reply from Sub-Lieutenant Hixson:—"Referring to your reply to my tender of your pay for month of August on the 13th instant, I am instructed to inform you that the money has been handed to the paymaster for transmission to the Treasury."

You will observe that I have not declined to accept the pay, but deferred doing so pending instructions from you, which, in view of the suspension you have placed upon me, I deemed it my duty to seek.

I have, therefore, respectfully to ask that you will afford me the necessary instructions.

I have, &c.,
ALFRED G. MILSON, Lieutenant,
Naval Brigade.

Lieutenant

Lieutenant Cohen to The Captain Commanding the Naval Forces.

Sir, Sydney, 16 October, 1891.

I have the honor to acknowledge receipt of your memorandum, endorsed upon my letter of 9th instant, explaining your inattention to my previous letter of the 4th instant.

I gather from it you do not consider I am entitled to ask for instructions, and as evidently my reasons for having done so are misunderstood, I desire respectfully to make the following explanation.

Understanding that the tender of my pay for August by Sub-Lieutenant F. W. Hixson was, owing to your having suspended me during the currency of that month, opposed to the custom of the Naval Service, and knowing it to be illegal under the provisions of the Civil Service Act (*vide* 38th clause, 48 Vic. No. 24), I was not disposed to become involved in an irregular proceeding, more especially as the tender was unaccompanied by any directions from you as to my suspension, the legality of which had been questioned and still remains undetermined, I felt bound to write for definite instructions.

I trust you will, under these circumstances, see your way to favour me with a definite reply to my letters.

I have, &c.,
VICTOR COHEN, Lieutenant,
Naval Brigade.

Lieutenant Cohen to The Captain Commanding the Naval Forces.

Sir, Sydney, 19 October, 1891.

I have the honor to acknowledge the receipt of your letter of 13th instant.

Referring to that portion informing me "that the Honorable the Colonial Secretary had approved of my being restored to duty if I would withdraw my letters of 6th July, 13th and 18th August," I respectfully desire to state that the approval, to my mind, bears a somewhat different interpretation to that placed upon it and conveyed to me by your letter. My impression on perusing the papers was that it was an approval of a purely formal character of a suggestion made by you as a means of affording you an opportunity of closing the matter at its present juncture, and did not in any way confirm your action in suspending me from duty.

With all due respect, I may further add that in offering the suggestion there is not any indication on your part to remove the serious charges preferred, but, on the contrary, you have added to such, by alleging that Lieutenant Milson and I have been guilty of gross insubordination.

It will at once be obvious that the withdrawal of the letters would be tantamount to an admission of the grave imputations alleged against me; having, from the onset, questioned the justice of them, and as they still remain disproved, I fail to see how I can, with any feeling of self-respect or honor, now concur in your proposal.

I have, &c.,
VICTOR COHEN, Lieutenant,
Naval Brigade.

Lieutenant Milson to The Captain Commanding the Naval Forces.

Sir, Sydney, 21 October, 1891.

I have the honor to acknowledge receipt of your letter, dated 13th instant, informing me that the Honorable the Colonial Secretary has approved of my being restored to duty if I withdraw my letters of 6th July, 13th and 18th August last.

In reply, I respectfully desire to state that, to my mind, the papers do not bear the construction you have placed upon them, but merely convey a formal approval of the suggestions submitted by yourself to the effect that we should be asked to withdraw our letters.

I further desire respectfully to point out that, in your letter offering this suggestion, there is an absence of any desire on your part to remove the charges already preferred; on the contrary, you have added to same by stating that Lieutenant Cohen and I have been guilty of gross insubordination. It will be at once evident that by withdrawing the letters I should practically be admitting the justice of the very serious imputations you have cast upon me.

Under these circumstances, I regret I am unable, with any honor to myself, or respect to my position, to accept the proposal conveyed in your letter.

I have, &c.,
ALFRED G. MILSON, Lieutenant,
Naval Brigade.

As these letters are written in the same insubordinate spirit that characterise the previous correspondence attached hereto, which is altogether at variance with the recognised subordination that should prevail between juniors and their Commanding Officers, I do not see how these gentlemen, now that they have refused to comply with the suggestion approved of by the Hon. the Colonial Secretary, can continue to serve under me. The power of dismissal by the Naval Brigade regulations rests with the Officer Commanding; inasmuch, however, as Lieutenants Cohen and Milson hold commissions issued by the Commander-in-Chief, I do not see my way to act without His Excellency's authority, and, therefore, respectfully recommend that Lieutenant Victor Cohen and Lieutenant Alfred G. Milson be dismissed from the Naval Brigade of New South Wales.—FRANCIS HIXSON, 24/10/91. The Principal Under Secretary.

I am of opinion that these two young gentlemen should be requested to show cause why they be not removed from the positions they hold.—G.R.D., 25/1/92. For necessary action.—C.W., 28/1/92. Minute for Executive Council for approval, 29/1/92.

Lieutenant Milson to The Captain Commanding the Naval Forces.

Sir, Sydney, 20 November, 1891.

I have the honor to again report that Sub-Lieutenant H. O. N. Hixson yesterday tendered me the pay for month of September, which I was compelled to defer accepting, pending instructions from you to receive it. I have the honor to respectfully draw your attention to the request I made for such instructions on the 15th of last month, and to state that I have not yet received same, nor even an acknowledgment of my letter.

Respectfully requesting that I may be favoured with your instructions in the matter, and with a reply to my letter of 15th October, referred to above, I have, &c.,

ALFRED G. MILSON,
Lieutenant, N.B.

Your letter of the 15th October was not answered, because it was considered to be of an insubordinate nature. You should know, and no doubt do know, that your pay was tendered to you by my instructions. I certainly decline, in accordance with the custom of the service, to give you any instructions whilst you are under suspension from duty.—FRANCIS HIXSON, 23/11/91. Lieutenant Milson.

Lieutenant Milson to The Captain Commanding the Naval Forces.

Sir, Sydney, 2 December, 1891.

I have the honor to acknowledge the return of my letter of the 20th ultimo, with your minute endorsed thereon.

I desire respectfully, in reply to your minute, to protest against what to me appears an imputation of unworthy motives, and to state that I was not aware that the pay was tendered by your instructions; on the contrary, I was led to believe otherwise, in fact, the instructions given to Sub-lieutenant E. N. Hixson in the case of Lieutenant Cohen, and which I was told were identical with those given to Sub-lieutenant H. O. N. Hixson (*vide* the former, dated 30th September), are not stated as emanating from yourself, but from another officer, who requested that all communications in connection with this dispute, should not pass through him (this course has been adopted since), hence a twofold reason for asking your instructions.

If I had been informed that the pay was tendered to me by your instructions I would have deemed it my duty to ask, if I was to consider that the suspension had been removed, whereas now I cannot reconcile your action in tendering me the pay while under suspension with your refusal to give me instructions whilst under such suspension.

As your minute constitutes a further charge of insubordination, based upon my letter of 15th October last, which I submit is respectful in its tone, I have the honor to respectfully request that you will forward this communication, together with the papers enclosed, marked A and B, which comprise the correspondence referred to, through the proper channel to His Excellency the Commander-in-Chief, to be considered with the other papers having reference to my case.

A, letter of 20th Nov., 1891; B, letter of 15th Oct., 1891.

I have, &c.,

ALFRED G. MILSON,
Lieutenant, N.B.

Minute by The Colonial Secretary.

Subject:—Respecting cases of Lieutenants Cohen and Milson.

Colonial Secretary's Office, Sydney, 30 January, 1892.

BEFORE sending these papers, respecting the cases of Lieutenants Cohen and Milson, to the Executive Council, I should like to have the opinion of my honorable colleague, the Attorney-General, as to the status of the Naval Brigade under the Volunteer Act of 1867.

A point has been raised which may be stated substantially in the following terms:—The old Volunteer Act of 1863 was repealed by the Act of 1867, with certain savings specified in section 2. Are the terms of that section sufficient in themselves to continue the services of the Naval Brigade, or was it necessary that, pursuant to section 6 of the said Act, some specific Executive action, such as the issue of new commissions, &c., should have been taken for the purpose of continuing their services?

G.R.D.

The Crown Solicitor.—C.W., P.U.S., B.C., 1/2/92.

Minute of The Chief Secretary.

Memo., Commandant Naval Brigade.

WITH regard to the suspension of Messrs. Milson and Cohen by the Commandant, Captain Hixson, and to the correspondence which has taken place, and to the charges and counter-charges made; as I am informed by Messrs. Milson and Cohen, that they have written to Captain Hixson withdrawing their letters, I think it is desirable, in the interest of the Brigade and of the public service generally, that the Commandant should now withdraw his charges against these gentlemen, who may be permitted to return to duty—"as you were." This being done, the papers may be put away.—G.R.D., 4/3/93.

Captain Hixson has been informed of this decision, and the papers may be put away as herein directed by the Chief Secretary.—C.W., 8/3/93.

Forward these papers to the Commandant of the Naval Forces, with a request that a compliance be made forthwith with the latter portion of my minute of 4/3/93, in which Captain Hixson is requested to withdraw the charges made against Messrs. Milson and Cohen concurrently with the withdrawal of their correspondence. Any further delay in this matter but unnecessarily prolongs the feeling which has been raised. At same time I invite Captain Hixson's attention to the opinion of the Honorable the Attorney-General.—G.R.D., 15/3/93.

The

The Commandant of the Naval Forces.—C.W., B.C., 15/3/93.

I hope I understand what discipline is too well to object to withdraw, when my superior orders me to do so. I beg to point out, however, that I withdrew from the stand I originally took many months ago (see my letter of the 10th September, 1891, enclosed), and suggested that Lieutenants Cohen and Milson should do the same. In deference to the Honorable the Colonial Secretary's minute, however, I again withdraw the charges. I trust I may be pardoned in expressing my surprise at the phase which the case has now assumed. Lieutenants Cohen and Milson were restored to duty on the 7th instant, and ordered to report themselves at this office. Lieutenant Cohen obeyed, and had a friendly interview with me, so I thought the whole matter would be settled. Lieutenant Milson has not responded with the view to a similar settlement of this unfortunate business.—FRANCIS HIXSON, 16/3/93. The Principal Under Secretary.

The case being settled by mutual withdrawal of charges and counter-charges, these papers may be put away. Lieutenant Milson to return to duty—Lieutenant Milson to be so advised.—G.R.D., 19/4/93. Captain Hixson informed.—C.W., 13/5/93.

The Crown Solicitor to The Principal Under Secretary.

Subject :—In *re* the cases of Lieutenants Cohen and Milson, and the status of the Naval Brigade under the Volunteer Act of 1867.

Sir,

Crown Solicitor's Office, Sydney, 6 March, 1893.

I have the honor to return herewith the papers relating to the above matter which were forwarded to me from your Department on the 1st day of February, 1892, and to state that I have submitted them to Mr. Attorney-General Barton, a copy of whose advising thereon will be found upon the other side of this letter.

I have, &c.,
ERNEST A. SMITH,
Crown Solicitor.

[*Enclosure.*]

Copy opinion of the Honorable the Attorney-General.

3 March, 1893.

HAVING regard to the provisions of sections 2 and 6 of the Volunteer Act of 1867, and to the transactions in respect of the Naval Brigade, which have since taken place, I am of opinion that the services of the Naval Brigade have been legally "continued" within the meaning of that Act, and that no specific legislative action need now be taken for the purposes of continuing their services.

It is, however, impossible to read the papers submitted without coming to the conclusion that this force is in an unsettled state, and as I understand the Military Inquiry Commission have recommended a reorganisation of the Brigade, the steps necessary for that purpose will remove all doubts on the question of its lawful "continuance."

I may add, though this point is not expressly submitted to me, that after considering the Acts, and especially section 28 of the Act of 1867, as well as the regulations of December, 1875, under which Captain Hixson claims to have acted, I have considerable doubt as to whether the suspension of these two officers was legal; and I may therefore be pardoned for suggesting that it would be advisable that some course be adopted which would remove that suspension, so long as care is taken that the position and authority of the Captain Commanding are duly regarded.

EDMUND BARTON, A.-G.

Lieutenant Milson to The Captain Commanding the Naval Forces.

Sir,

Sydney.

I have the honor to apply for permission to retire from the service of the New South Wales Naval Brigade, and to request that you will be good enough to recommend to His Excellency the Commander-in-Chief that I may be retired with the brevet rank of Commander, with permission to wear the uniform of that rank.

I have, &c.,
ALFRED G. MILSON,
Lieutenant, N.B.

I beg respectfully to recommend that this request of Lieutenant Milson may be acceded to.—FRANCIS HIXSON, 20/11/93. The Principal Under Secretary. Prepare necessary minute.—C.W., 20/11/93.

Minute Paper for the Executive Council.

Subject :—Lieutenant A. G. Milson, of the Naval Brigade, to retire with the honorary rank of Brevet Commander, &c.

Chief Secretary's Office, Sydney, 20 December, 1893.

I RECOMMEND that Lieutenant Alfred George Milson, of the Naval Brigade, be allowed to retire from the service with the honorary rank of Brevet Commander, and with permission to wear the uniform of his corps in accordance with paragraph 31 of the Volunteer Regulations.

GEORGE R. DIBBS.

Minute of the Executive Council.

The Executive Council advise that Lieutenant Milson, of the Naval Brigade, be allowed to retire from the service, upon the terms herein recommended.—ALEX. C. BUNGE, Clerk of the Council. Approved.—R. W. DUFF, 2/1/94. Min. 94-1, 2/1/94. Confirmed, 16/1/94.

New

New South Wales Defence Force.—*Gazette.*

Chief Secretary's Office, Sydney, 18 January, 1894.

His Excellency the Governor, with the advice of the Executive Council, directs it to be notified that he has been pleased to approve of the retirement of Lieutenant Alfred George Milson, of the Naval Brigade, with the honorary Brevet rank of Commander, and with permission to wear the uniform of his Corps, in accordance with paragraph 31 of the Volunteer Regulations.

GEORGE R. DIBBS.

The Principal Under Secretary to The Captain Commanding the Naval Forces.

Sir, Chief Secretary's Office, Sydney, 20 January, 1894.

With reference to your blank cover communication of the 20th November last, I am directed by the Chief Secretary to inform you that His Excellency the Governor, with the advice of the Executive Council, has been pleased to approve of Lieutenant Alfred George Milson of the Naval Brigade being allowed to retire from the service with the honorary rank of Brevet Commander, and with permission to wear the uniform of his Corps, in accordance with paragraph 31 of the Volunteer Regulations.

2. I am desired to add that a notification to the above effect has been duly notified in the *Government Gazette* of the 19th instant.

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

Lieutenant Milson to The Captain Commanding the Naval Forces.

Sir, Sydney, 15 January, 1894.

Referring to your communication of 7th March last restoring me to duty as Lieutenant in the Naval Brigade, I have the honor to inform you that the sum of £103 16s. is still due to me for arrears of pay to 31st December, 1892.

I respectfully ask, therefore, that you will be pleased to obtain the approval of the Honorable the Chief Secretary for the payment of the same to me.

I have, &c.,
ALFRED G. MILSON,
Lieutenant, Naval Brigade.

Forwarded through Commander Lindeman, Naval Brigade.

Forwarded.—G.S.L. The Captain Commanding Naval Forces.

The votes from which this pay should have been charged are exhausted. Perhaps authority might be obtained to pay the amount out of the Treasurer's Advance Account.—FRANCIS HIXSON, 17/1/94. The Principal Under Secretary.

Submitted for approval, 19/1/94. Approved.—G.R.D., 20/1/94.

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

Sir, Chief Secretary's Office, Sydney, 23 January, 1894.

I am directed to state that the Chief Secretary has approved of the payment to Lieutenant Alfred G. Milson, late of the Naval Brigade, of the sum of £103 16s., being arrears of pay due to that officer for the period 1st August, 1891, to the 31st December, 1892, and to request that as the Votes from which the same should have been charged are exhausted you will invite the Colonial Treasurer to have the goodness to cause the amount to be defrayed from the Advance Account pending a vote by Parliament.

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

The Principal Under Secretary to The Captain Commanding the Naval Forces.

Sir, Chief Secretary's Office, Sydney, 23 January, 1894.

With reference to your blank cover communication of the 17th instant, I am directed to inform you that the Chief Secretary approves of the payment to Lieutenant Alfred G. Milson, late of the Naval Brigade, of the sum of £103 16s., being arrears of pay due to that officer for the period 1st August, 1891, to the 31st December, 1892, and that the Colonial Treasurer has been invited to cause the amount to be defrayed from the Advance Account pending a vote by Parliament.

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

Abstract returned herewith.

The Principal Under Secretary to The Captain Commanding the Naval Forces.

Sir, Chief Secretary's Office, Sydney, 24 January, 1894.

Adverting to my letter of the 20th instant, having reference to the retirement of Lieutenant A. G. Milson, of the Naval Brigade, I am now directed by the Chief Secretary to request that you will kindly furnish me with the amount of the retiring allowance which it is proposed to pay that officer, so that the amount may be submitted with the Additional Estimates.

2. I am desired to add that retiring allowances of this kind are not payable until voted by Parliament.

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

The

The Captain Commanding the Naval Forces to The Principal Under Secretary.

Sir, Sydney, 6 February, 1894.

In reply to your letter of the 24th ultimo, referring to the retirement of Lieutenant A. G. Milson, of the Naval Brigade, I have the honor to inform you that the sum of £114 will be required to be placed on the Additional Estimates to pay him a retiring allowance.

I have, &c.,
FRANCIS HIXSON,
Captain Commanding Naval Forces.

Acct. to be noted for Estimates.—C.W., 12/2/94. Put on Additional Estimates and disallowed by resolution of the Assembly, 27/3/94.

Lieutenant Cohen to The Chief Secretary.

Dear Sir George, Sydney, 8 March, 1894.

Mr. Levien has intimated to me what has transpired between yourself and him in respect to Captain Hixson's recommendation that I should be retired from the Naval Brigade. I trust that I shall be afforded an opportunity to reply to Captain Hixson's last minute, which is simply a perversion of the facts. As you know I was granted a year's leave, and returned to the Colony in December, leaving immediately after for Melbourne, where I remained until the end of the year. During the month of January the Brigade, as a whole, was on leave; in February I wrote to the Brigade Office asking when my leave expired, and in reply received the accompanying letter. This letter is not with the correspondence forwarded to you, and you will see that it bears materially upon the question at issue.

Thanking you for your promises of a fair consideration of the case permit me to remain,

Yours faithfully,
VICTOR COHEN.

[*Enclosure.*]

Dear Sir, Naval Staff Office, Marine Board Office, Sydney, 19 February, 1894.

The sum of £5 1s. 8d. has been lodged to your credit in the Bank of New South Wales, Salary Naval Brigade, January, 1894.

Yours &c.,
ERNEST H. LLEWELYN,

P.S.—Your leave of absence expires on the 7th proximo.—E.H.L. To Lieutenant Cohen.

The Captain Commanding the Naval Forces to The Principal Under Secretary.

Sir, Sydney, 30 March, 1894.

I have the honor respectfully to recommend that Lieutenant Victor Cohen, of the Naval Brigade, may be retired on his rank under the provision of the 43rd clause of the Volunteer Act.

Yours, &c.,
FRANCIS HIXSON, Captain
Commanding Naval Forces.

Submitted for approval.—C.W., 11/4/94. Approved.—G.R.D., 29/5/94. Minute herewith.—5/6/94.

Memorandum from the Captain Commanding the Naval Forces to The Principal Under Secretary.

The accompanying papers are forwarded, as requested by Lieutenant Cohen, in connection with my letter, submitted on the 30th March.

There does not appear to me to be any necessity for convening a Court of Inquiry in this case. The facts relating to it are:—

That Lieutenant Cohen, in March, 1893, after being off duty about a year and a half applied for leave of absence, but was not informed it was granted, for twelve months, to visit England. He left and returned to the Colony in December. Shortly after his return he sent a message to me, saying he intended to resign. He did not do so, however, nor did I see or hear anything of him till the 8th March following, when he left a card at the office, notifying that he was ready for duty. As he had thus treated me with marked disrespect, and shown such utter indifference to the welfare of a corps which has attained a reputation for efficiency and discipline, and had moreover by his lengthened absence imposed extra duties on certain subordinate officers, I did not see my way to dispossess them for his convenience, believing that if I had done so the effect would have been highly demoralising, and thereby tending to weaken my authority.

I trust, therefore, in the interest of the force I have the honor to command, that Lieutenant Cohen will be retired on his rank in accordance with my recommendation of the 30th March.

FRANCIS HIXSON, Captain,
New South Wales Naval Forces.

[*Enclosures.*]

Sir, Sydney, 21st May, 1894.

I have the honor to acknowledge receipt of your letter of the 17th instant, and in reply thereto regret you have deemed it fit not to comply with my request for the transmission to His Excellency the Governor, of the correspondence that has recently passed between us, a request which I respectfully submit, is on all occasions granted to commissioned officers by their seniors, and which I find on reference to the regulations of the military branch of the Service in this Colony is specially provided for.

I observe you allege as a reason for withholding the correspondence, that "no charge" has been made against me, but with all due respect, I claim the right to be heard on the ground that I feel aggrieved by your action in recommending my retirement, irrespective of the fact as to whether "a charge" has been made or not; I therefore now respectfully repeat my request that all the letters that have passed between us may be transmitted to his Excellency, in order that they may be read and considered in conjunction with your recommendation.

In

In conclusion, I further express regret that you should have considered it necessary to introduce questions as to my efficiency, and to so express yourself "that the force which you have the honor to command," and which I need scarcely add, I have likewise equally the honor to belong, will "get on better without me," and that in such opinion you are upheld by the officers you have consulted in the matter. I am unconscious of having committed myself in such a manner as to call forth such strictures, and can only regard them as constituting in themselves charges which warrant me in very respectfully asking you to be good enough to transmit the accompanying letter to His Excellency the Governor and Commander-in-Chief, in which you will see that I ask for the convention of a Court of Inquiry under the provisions of the Act 31 Vic. No. 5.

I have, &c.,
VICTOR COHEN,
Lieutenant.

To Captain Hixson, Commanding Naval Brigade, &c., &c., &c.

To His Excellency Sir Robert W. Duff, P.C., K.C.M.G.,
Governor and Commander-in-Chief of the Colony of New South Wales.

Your Excellency, Sydney, 21 May, 1894.

I have the honor to forward herewith, a letter received by me from Captain Hixson, Captain Commanding the Naval Brigade, in which Force I have the honor to hold a commission, and I respectfully beg that you may be pleased to direct the convention of a Court of Inquiry under the provisions of the 24th section of the Volunteer Force Regulation Act of 1867, with a view to the inquiring into the charges contained in the said letter, and generally into the reasons alleged by Captain Hixson to be grounds for my retirement from the Naval Brigade.

I have, &c.,
VICTOR COHEN,
Lieutenant.

Forwarded through the Captain Commanding Naval Brigade.

Sir, Sydney, 17 May, 1894.

I have the honor to acknowledge the receipt of your letter of yesterday, also those of the 11th instant.

In reply, I beg to inform you that I have not sent any of your correspondence to the Governor, nor is there any necessity to do so, inasmuch as no charge has been made against you. In the communication sent on, I have simply recommended that you may be retired on your rank, and, I may add, in addition to what you have already been informed, that this course has been taken because your services are not required, and because the force, which I have the honor to command, and for the efficiency of which I am held responsible, will, in my opinion, get on better without you, after your lengthened absence from duty. In this opinion I am upheld by the officers whom I have consulted in the matter.

In conclusion, I beg to remark that I must await the decision of the Government on my recommendation before I can communicate further with you.

I have, &c.,
FRANCIS HIXSON, Captain,
Commanding New South Wales Naval Forces.

Lieutenant V. Cohen, Naval Brigade.

Sir, Sydney, 2 May, 1894.

I have the honor to intimate that I have not been supplied with the "Orders for the current month" usually circulated for the information of lieutenants, and therefore must respectfully ask I may be furnished with a copy, in order that I may be in a position to give attention thereto.

I have, &c.,
VICTOR COHEN, Lieutenant.

To Captain Hixson, Commanding Naval Brigade.

Forwarded through Commander Lindeman.

Sir, Sydney, 12 April, 1894.

I have the honor to inform you that in response to a memorandum addressed to the Paymaster, Naval Forces, inquiring as to the non-payment of the amount due to me for the month of March, I was waited upon and verbally informed by that officer that you had directed him to withhold the requisite vouchers from the Treasury, and therefore payment could not be made to me.

I have now the honor very respectfully to ask that I may be apprised of the reasons for such action.

I have, &c.,
VICTOR COHEN, Lieut.

Captain Hixson, Commanding Naval Brigade, &c.

Sir, Sydney, 11 March, 1894.

Adverting to the fact that the amount of pay due me as Lieutenant in the Naval Brigade for the months of March and April last, has not yet been paid to me, notwithstanding my several applications for it, I have now the honor respectfully to formally prefer a written demand for the amount so overdue.

I will esteem it a favour if you will be good enough to cause me to be informed when the amount will be available.

I have, &c.,
VICTOR COHEN, Lieutenant,
Naval Brigade.

To Captain Hixson, Commanding Naval Brigade, &c.

Sir, Sydney, 17 March, 1894.

I have the honor to invite your attention to my letters of the 11th instant, in which I applied for leave of absence, and that the amounts due to me for the months of March and April should be paid over, and to respectfully request that I may be informed as to your decision thereon.

I have, &c.,
VICTOR COHEN, Lieutenant.

To Captain Hixson, Commanding Naval Brigade, &c.

Sir,

Sir,

Sydney, 13 March, 1894.

In reply to your letter of yesterday, wherein you intimate that you are awaiting instructions, I beg to suggest that you send in your resignation, in accordance with the message you sent to me by Commander Milson shortly after you returned from England.

I have, &c.,

FRANCIS HIXSON,

Lieutenant Cohen, Naval Brigade.

Captain Commanding Naval Forces.

Sir,

Sydney, 15 March, 1894.

I have the honor to acknowledge receipt of your letter of 13th instant, and in reply thereto desire respectfully to state that in course of conversation with Commander Milson, shortly after my return from England, I stated my inclination to act as he had done if he thought you would treat an application from me in a similar way as you had for him. I understand that he spoke to you when you replied you were willing to place me on a similar footing, but no official communication was ever made to you on the subject.

Under existing circumstances and in view of certain letters recently received from Commander Lindeman, I regret I am unable at present to accept your suggestion conveyed to me by the letter now under reply.

I have, &c.,

VICTOR COHEN, Lieutenant,

To Captain Hixson, Commanding Naval Brigade, &c.

Naval Brigade.

Sir,

Sydney, 21 March, 1894.

In reply to your letter of the 15th instant, I have the honor to inform you that I do not see how you can do otherwise than accept my suggestion to resign, considering that you have been drawing pay without doing duty in the Naval Brigade since 17th August, 1891, also that you have been absent without leave, at all events since your return from England.

I have, &c.,

FRANCIS HICKSON, Captain,

Lieutenant V. Cohen, Naval Brigade.

Commanding Naval Forces.

Sir,

Sydney, 27 March, 1894.

I have the honor to acknowledge receipt of your letter dated 21st instant, and in reference to your statement "that I have been drawing pay without doing duty since the 17th August, 1891," I respectfully desire to point out that my absence was not an incident for which I was wholly responsible, and in connection with which, with a view to the settlement of various questions raised at the time, the Honorable the Colonial Secretary, Sir George Dibbs, was pleased to direct the withdrawal of letters and charges made, and thereupon the position of parties was to be *status quo ante*. I then understood the matter was at an end, and was not to be again revived.

With respect to the statement that I have been "absent without leave, at all events, since my return from England," I respectfully invite your attention to my application of the 6th March, 1893, for twelve months' leave, and your approval to my request, dated the 8th of that month.

I desire again to respectfully intimate my readiness to resume duty.

I have, &c.,

VICTOR COHEN, Lieut.,

To Captain Hixson, Commanding Naval Brigade, &c., &c., &c.

Naval Brigade.

Sir,

Sydney, 30th March, 1894.

I have the honor to acknowledge the receipt of your letter of the 27th instant, and in reply beg to point out that if you had reported yourself on your arrival from England you could have then resumed duty, and the *status quo ante* to which you refer might have prevailed.

As you did not do this, however, and moreover, gave me to understand you intended to resign, I certainly do not now see my way clear to dispossess the officers who have been doing duty without pay so long in consequence of your action, in order that you may be restored.

I have, &c.,

FRANCIS HIXSON, Captain,

Lieutenant Cohen, Naval Brigade.

Commanding Naval Forces.

Sir,

Sydney, 2 April, 1894.

I have the honor to acknowledge the receipt of your letter dated the 30th ultimo, and in reply thereto respectfully state, I duly reported myself for duty at the expiration of the leave granted by His Excellency the Governor and the Executive Council, and I now therefore fail to see how it became necessary to report myself during the currency of the said leave.

With respect to the statement in the concluding paragraph of your letter, I beg to refer you to mine dated the 15th ultimo, and to again respectfully state that my absence from the Brigade, prior to leave above referred to, was not an incident for which I was altogether responsible.

I have, &c.,

VICTOR COHEN,

To Captain Hixson, Commanding Naval Brigade, &c., &c., &c.

Lieutenant.

Sir,

24 April, 1894.

I have the honor to inform you that I heard you have recommended to the Honorable the Colonial Secretary that I should be retired from my lieutenancy in the Naval Brigade.

Should the information be correct, and I have no reason to doubt its accuracy, I very respectfully desire to invite your attention to my several letters of recent date, in which I have expressed my readiness to resume active duty, and as a matter of fact I attended a muster of the Brigade, viz., on the 20th instant, which I trust will be accepted as evidence of my *bona-fides* in this matter.

I have the honor to respectfully ask that this letter, together with the prior correspondence, may be forwarded to the Honorable the Colonial Secretary for consideration in connection with your recommendation.

I have, &c.,

VICTOR COHEN,

To Captain Hixson, Commanding Naval Brigade, &c., &c., &c.

Lieutenant.

Sir,

Sir, Sydney, 9 May, 1894.

In reply to your letter of the 24th ultimo, which I have not had an opportunity of replying to earlier on account of my late absence from the Colony, I have now the honor to inform you it is quite true that I have recommended you should be retired on your rank under the provision of the 43rd clause of the Volunteer Act.

I have considered this course necessary in the best interest of the force under my command, and for the reasons already communicated to you, viz., because you had been drawing pay without doing duty from the 17th August, 1891, till the 28th February, 1894, and because you were absent without leave some months after your return to Sydney.

I have, &c.,
FRANCIS HIXSON, Captain,
Commanding Naval Forces.

Lieutenant V. Cohen, Naval Brigade.

Sir, Sydney, 11 May, 1894.

I have the honor to acknowledge the receipt of your letter of the 9th instant, and in reply thereto, desire to invite your attention to the fact that I have made no application to be permitted to avail myself of the privileges conferred upon me by the 43rd section of the Volunteer Act; and I respectfully submit that such application is a condition precedent to the exercise of the provisions of the section referred to. I may state that as a matter of fact I have no intention of requesting to be permitted to retire.

With reference to the statement, that I had been drawing pay without doing duty from the 17th August, 1891, until the 28th February, 1894; I maintain, with all due respect, that as it relates solely to a matter which has been finally adjudicated upon, and which resulted in my restoration to duty, and the granting to me of twelve months leave of absence, it cannot now be made a matter of complaint against me.

As regards the allegation that I was absent without leave some months after my return to Sydney, I beg again to point out that I duly reported my return to duty on the 8th March last, immediately prior to the termination of the leave previously referred to.

I have the honor to request that this letter may be forwarded to His Excellency the Governor and Commander-in-Chief, and that I may be informed whether the previous correspondence has been so forwarded in compliance with my application of the 24th ultimo.

I have, &c.,
VICTOR COHEN, Lieutenant,
Naval Brigade.

To Captain Hixson, Officer Commanding Naval Brigade, &c., &c., &c.

Sir, Sydney, 11 May, 1894.

Referring to my letter of even date, in reply to yours of the 9th instant, in which you intimate the reasons for recommending my retirement from the Naval Brigade, and to my request that the correspondence should be transmitted to His Excellency the Governor and Commander-in-Chief, I have now the honor to ask that, pending the decision of His Excellency thereon, I may be granted leave of absence from duty.

I have, &c.,
VICTOR COHEN, Lieutenant,
Naval Brigade.

To Captain Hixson, Commanding Naval Brigade, &c. &c., &c.

Sir, Sydney, 16 May, 1894.

Referring to my letter of the 11th instant, in answer to yours of the 9th May, in which I asked that the letter in question and the prior correspondence be forwarded to His Excellency the Governor, I have now the honor to ask whether my request has been complied with.

I have, &c.,
VICTOR COHEN, Lieutenant,
Naval Brigade.

To Captain Hixson, Commanding Naval Brigade, &c., &c., &c.

Minute Paper for the Executive Council.

Subject:—Lieutenant Victor Cohen of the Naval Brigade to be retired on his rank.

Chief Secretary's Office, Sydney, 5 June, 1894.

In accordance with the accompanying representation of the Captain Commanding the Naval Forces, I recommend that Lieutenant Victor Cohen, of the Naval Brigade, be retired from the service, and that he be allowed to retain his rank under the 43rd section of the "Volunteer Force Regulation Act of 1867."

GEORGE R. DIBBS.

Minute of the Executive Council.

The Executive Council advise that Lieutenant Victor Cohen, of the Naval Brigade, be retired from the service, in terms of Act specified, as herein recommended.—Alex. C. Bunge, Clerk of the Council.

Approved.—R. W. Duff, 5/6/94. Minute 94-24, 5/6/94. Confirmed, 11/6/94.

Extract from *Government Gazette*, 31st July, 1894.

Chief Secretary's Office, Sydney, 30 July, 1894.

Notice is hereby given that Lieutenant Victor Cohen of the Naval Brigade has been retired from the service, and is allowed to retain his rank under the 43rd section of the "Volunteer Force Regulation Act of 1867."

GEORGE R. DIBBS.

The

The Principal Under Secretary to The Captain Commanding the Naval Forces.

Sir, Chief Secretary's Office, Sydney, 31 July, 1894.

With reference to your letter of the 30th March last, I am directed by the Chief Secretary to inform you that His Excellency the Governor, with the advise of the Executive Council, has been pleased to approve of Lieutenant Victor Cohen, of the Naval Brigade, being retired from the service, and allowed to retain his rank under the 43rd section of the "Volunteer Force Regulation Act of 1867," and that a notification to that effect has been published in the *Government Gazette* of the present date.

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

The Captain Commanding the Naval Forces to Lieutenant Cohen.

Sir, Sydney, 2 August, 1894.

I have the honor to inform you that I have received a letter from the Principal Under Secretary, dated the 31st July, stating that with reference to my communication of the 30th March last, His Excellency the Governor with the advice of the Executive Council has been pleased to approve of your being retired from the service, and allowed to retain your rank under the 43rd section of the "Volunteer Force Regulation Act of 1867."

A notification to this effect has been published in the *Government Gazette.*

I have, &c.,
FRANCIS HIXSON, Captain,
Commanding Naval Forces.

Lieutenant Cohen to His Excellency the Governor and the Members of the Executive Council.

Your Excellency and Gentlemen, Sydney, August, 1894.

I have the honor to address you in respect of the accompanying letter received by me from Captain Hixson, the Officer Commanding the Naval Brigade, intimating that I have been retired from that arm of the service, and that permission has been granted me to retain my rank, under the 43rd section of the "Volunteer Force Regulation Act of 1867," and to respectfully ask that your honorable Council may be pleased to consider the following facts in connection therewith.

In August, 1891, a vacancy in the rank of Commander occurred in the Naval Brigade, which Captain Hixson recommended should be filled by an officer junior to both Lieutenant Milson and myself. Captain Hixson conceded to us the right of appeal against his recommendation, and we accordingly formulated a letter addressed to His Excellency the Commander-in-Chief, and transmitted the same through the regular channels.

The matter was in abeyance for some months, Sir Henry Parkes, the then Colonial Secretary, assuring us, at several interviews we were permitted to have, that there was much in our appeal that commended itself to his consideration. Captain Hixson's recommendation was, however, approved, and it then transpired that in forwarding our appeal that officer had deemed it advisable to cast reflections upon our efficiency, going so far as to write that "we were both unfit to hold leading positions among a disciplined body of men like the Naval Brigade." Feeling, that after a service of over twenty years, without a blemish upon our reputations, Captain Hixson's remarks were unmerited, we asked that a Court of Inquiry, under the 24th section of the Volunteer Act of 1867, might be convened. This request was not dealt with during Sir Henry Parkes' regime, and it was not until March, 1893, when I was leaving for England, that we accepted the advice tendered to us by Sir George Dibbs that we should withdraw our request conditionally upon Captain Hixson being instructed to withdraw his charges. Upon this being done Sir George promised to approve of twelve months' leave of absence being granted to me, and also that the whole affair was to be deemed settled, and matters were to be *status ante quo.*

On the 8th of March, 1892, I accordingly formally applied for leave of absence, and the same was approved by His Excellency with the advice of the Executive Council. I was not officially notified (a fault I am not responsible for), but it was intimated to me by letter from the Brigade Office that Captain Hixson had recommended the application.

During my absence Lieutenant Milson retired, first receiving the Brevet rank of Commander, and a promise of a retiring allowance, for which, however, Parliament declined to vote the requisite funds. On my return, in December, 1893, I was obliged to visit Melbourne, and did not again return to Sydney until January, 1894, when the whole of the brigade was "off duty."

Early in February I addressed a letter to Commander Lindeman, the Senior Commander of the Brigade, asking when my leave expired, and, in reply, was informed the 7th of March.

On the 8th of March I duly reported myself for duty, when I was informed my report could not be received, the reason being given that Captain Hixson had intimated that I had retired. I at once wrote to Captain Hixson, intimating that I was ready to resume duty, when that officer suggested I should retire. Failing to see any reason why I should take that course, I respectfully declined his suggestion, and then Captain Hixson charged me with being absent without leave, at all events, since my return to the Colony. I reminded him of the approval of the Executive. I learned, quite by accident, that he had recommended to the Colonial Secretary I should be retired under the provisions of the 43rd section of the Volunteer Act of 1867. It was then pointed out by me to Captain Hixson that I had made no application to so retire, and I held that an application by me was a "condition precedent" to the exercise of the provisions of the 43rd section of the Act above quoted. I also asked that my letters and copies of all correspondence might be forwarded to His Excellency the Commander-in-Chief, in order that they might be considered in connection with his recommendation. This he declined to do, but upon my again pressing the request, he, after consulting Commanders Lindeman, Connor, and Bosanquet, of the Naval Brigade and Volunteer Naval Artillery, decided to accede thereto.

Accordingly the papers were transmitted to the Colonial Secretary, and in doing so Captain Hixson was pleased to indulge in deprecatory language concerning my efficiency and connection with the Brigade, and, further, in the course of the correspondence, notwithstanding the decision of the Colonial Secretary

(Sir G. R. Dibbs) that the previous question, referred to in the earlier portion of this letter, was to be deemed settled and matters were to be *status quo ante*, he again raised it. I, therefore, felt justified in appealing to His Excellency the Commander-in-Chief, urging that a Court of Inquiry, under the provision of the 24th section of the Volunteer Act of 1867, might be convened.

I wish respectfully and particularly to invite the attention of Your Excellency and the Honorable Members of the Executive Council to the following fact, viz.:—The Honorable Sir George Dibbs, the Colonial Secretary, distinctly promised that he would take no action until he had had an opportunity of going thoroughly into the papers; but an Executive Minute had already been prepared and placed before him for signature as a formal matter, and had received Executive approval at the very time when he, Sir George Dibbs, had intimated what I have above stated I may add, however, that Sir George Dibbs, on being made aware of this fact, gave instructions for the immediate withdrawal of the Executive Minute, and it was so withdrawn. The general elections intervened, and on his relinquishing office, the Executive Minute was again put before and passed by the Executive Council, without, I conscientiously believe, the knowledge of Sir George Dibbs.

Further, I would respectfully invite your attention to the *Gazette* notice of the 31st July, which is differently worded to the usual notices in cases of retirements (*vide* enclosures). In that referring to myself, it would appear that I have virtually been dismissed the service, and at the same time been granted a privilege, namely that of retaining my rank. If I have been guilty of misconduct meriting arbitrary and compulsory retirement, it is but a natural question to ask why have I been accorded the privilege referred to.

I therefore humbly pray that your Excellency and the Honorable the Executive Council may direct that the matter be re-opened, the *Gazette* notice of the 31st July last cancelled, and my request for the constitution of a Court of Inquiry granted, as no opportunity has been afforded for rebutting the charges made against me.

I beg to remain,
Your Excellency and Gentlemen's
Most obedient and humble servant,
VICTOR COHEN, Lieutenant.

[*Enclosures.*]

Chief Secretary's Office, Sydney, 30 July, 1894.

NOTICE is hereby given that Lieutenant Victor Cohen, of the Naval Brigade, has been retired from the Service, and is allowed to retain his rank under the 43rd section of the "Volunteer Force Regulation Act of 1867."

GEORGE R. DIBBS.

Chief Secretary's Office, Sydney, 18 January, 1894.

HIS Excellency the Governor, with the advice of the Executive Council, directs it to be notified that he has been pleased to approve of the retirement of Lieutenant Alfred George Milson, of the Naval Brigade, with the honorary Brevet rank of Commander, and with permission to wear the uniform of his Corps in accordance with paragraph 31 of the Volunteer Regulations.

GEORGE R. DIBBS.

Submitted, 7/9/94. C.W. The retirement of Mr. Cohen having been approved by the Executive Council upon the recommendation of my predecessor, the subject cannot be further considered.—J.N.B., 5/10/94.

The Principal Under Secretary to Lieutenant Cohen.

Sir, Chief Secretary's Office, Sydney, 8 October, 1894.

With reference to your communication of the August last, addressed to His Excellency the Governor and the Executive Council, protesting against your retirement from the Naval Brigade, and urging an inquiry in regard to the matter, I am directed by the Chief Secretary to inform you that your retirement having been approved by the Executive Council upon the recommendation of his predecessor, he regrets the subject cannot be further considered.

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

Sydney: Charles Potter, Government Printer.—1895.

[1*s.* 3*d.*]

1895.

NEW SOUTH WALES.

PARLIAMENTARY STANDING COMMITTEE ON PUBLIC WORKS.

TENTH GENERAL REPORT,

TOGETHER WITH

RETURNS GIVING A RECORD OF THE COMMITTEE'S INQUIRIES

AND

MINUTES OF PROCEEDINGS.

Presented to Parliament in accordance with the provisions of the Public Works Act, 51 Vic. No. 37.

SYDNEY: CHARLES POTTER, GOVERNMENT PRINTER.

[2s. 3d.] 20—A 1895.

MEMBERS OF THE COMMITTEE.

LEGISLATIVE COUNCIL.

The Honorable FREDERICK THOMAS HUMPHERY, Vice-Chairman.
The Honorable WILLIAM JOSEPH TRICKETT.
The Honorable JAMES HOSKINS.
The Honorable JOHN DAVIES, C.M.G.
The Honorable CHARLES JAMES ROBERTS, C.M.G.

LEGISLATIVE ASSEMBLY.

*VARNEY PARKES, Esquire, Chairman.
*THOMAS THOMSON EWING, Esquire, Chairman.
JAMES HAYES, Esquire.
ROBERT HENRY LEVIEN, Esquire.
JOHN MOORE CHANTER, Esquire.
CHARLES ALFRED LEE, Esquire.
JAMES GORMLY, Esquire.
EDMUND WILLIAM MOLESWORTH, Esquire.

[*Varney Parkes, Esquire, a member of the Committee on its appointment, and at its first meeting elected Chairman, resigned from it on 15th November, 1894, and on 20th November, 1894, Thomas Thomson Ewing, Esquire, was elected Chairman.]

PARLIAMENTARY STANDING COMMITTEE ON PUBLIC WORKS.

TENTH GENERAL REPORT.

To His Excellency the Honorable Sir Frederick Matthew Darley, Knight, Lieutenant-Governor of the Colony of New South Wales and its Dependencies.

May it please your Excellency,—

The Parliamentary Standing Committee on Public Works, appointed during the present Session of Parliament, under the Public Works Act of 1888, 51 Vic. No. 37, the Public Works Act Amendment Act of 1889, 52 Vic. No. 26, and the Public Works (Committees' Remuneration) Act of 1889, 53 Vic. No. 11, have the honor to submit, in accordance with clause 8 of the Public Works Act, the following General Report of their proceedings:—

1. The Committee—the fifth since the passing of the Public Works Act—were appointed on the 13th and 19th September, 1894, and held their first meeting on 26th September. Varney Parkes, Esquire, was elected to the position of Chairman. On 15th November Mr. Parkes resigned from the Committee, and on 20th November Thomas Thomson Ewing, Esquire, was elected Chairman. Appointment of the Committee.

2. The Committee have had under inquiry the following works, referred to them by the Legislative Assembly:— Works referred to the Committee by the Legislative Assembly.

	Estimated Cost.
Removal of the Pyrmont and Glebe Island Bridges, and the construction in lieu thereof of certain other means of communication between Sydney, Pyrmont, Balmain, and the Northern Suburbs ...	£296,500
Railway from Jerilderie to Berrigan	43,543
Railway from Parkes to Condobolin	127,000
Railway from Temora to Wyalong	92,000
Harbour Improvements at Newcastle...	141,000
Tramway from Woolwich to the Field of Mars Common	19,300
Total	£719,343

3. Of the six works referred by the Legislative Assembly the Committee have completed their inquiries with regard to five, and have reported upon them to the Assembly. In each of these five cases the recommendations of the Committee have varied from the proposals of the Department of Public Works. The proposed Removal of the Pyrmont and Glebe Island Bridges and the construction in their place of some other means of communication had been before a previous Committee, but that Committee, in consequence of a dissolution of Parliament, being prevented from reporting upon the subject, it was referred to the present Committee, and they came to the conclusion that instead of the works proposed by the Department at a cost of £296,500 a bridge to cost £82,500 would be sufficient to replace the present Pyrmont Bridge, and that the Glebe Island Bridge might with safety be allowed to remain for some years as it is. The Railway from Jerilderie to Berrigan the Committee considered should be constructed, but they recommended that it be carried out with a deviation to avoid land resumption and severance, and at a cost not exceeding £2,000 per mile, to include goods and grain sheds, engineering charges, and The Committee's recommendations.

and all contingencies. In the case of the Railway from Parkes to Condobolin the Committee made a similar recommendation. They came to the conclusion that it was expedient the railway should be constructed, at a cost not exceeding £2,100 per mile, including the cost of land resumption. The Railway from Temora to Wyalong is also a proposal that was before a previous Committee. That Committee recommended that a decision respecting this line should be deferred for six months, in which time it was considered the importance or otherwise of Wyalong as a gold-field and a district of settled population could be determined with more certainty than was then possible. In consequence of this recommendation the railway was referred to the present Committee, and they decided that at the present time there is no justification for its construction. The Harbour Improvements at Newcastle the Committee considered would be equally effective in the direction desired, and more beneficial to the port, if they were carried out in a manner somewhat different from that proposed by the Department, and they recommended alterations which reduced the extent of one portion of the proposed works and added to that of another, the estimated total cost of the works as decided upon by the Committee being about the same as that of the Departmental scheme.

Inquiry not completed.

4. The inquiry which the Committee have not completed is that with reference to the

Tramway from Woolwich to the Field of Mars Common ... £19,300

Since the reference of this proposed work to them by the Legislative Assembly the Committee have actively proceeded with the investigation, but in consequence of the expected early dissolution of Parliament have been unable to complete it. The evidence they have taken will be printed, and under section 11 of the Public Works Act Amendment Act, will be available to the Committee which shall succeed them.

Noticeable matters in the Committee's inquiries.

5. The inquiries carried out by the Committee have been marked by several improvements in matters of importance connected with projects for large public works, especially railways. Cheapness of construction without affecting the question of stability is now observed in all railway proposals. Where the country is suitable the proposed railway is designed as a surface line with ballast and fencing only where absolutely necessary, and with as much of the route of the line as possible on or close to the public road in order to avoid or lessen land resumption and severance. Railways of this kind have been given the name of "pioneer railways," by which is meant lines cheaply constructed in the first instance and capable of improvement as the traffic upon them justifies it. A recent visit of the Engineer-in-Chief for Railway Construction to America has materially added to the information available with regard to the construction of these lines. In America the pioneer railway is conspicuous for the absence of ballast and fencing, the use of sleepers in larger numbers than on fully ballasted lines, the construction of wooden bridges of a temporary description but of sufficient strength in place of bridge-work of a permanent character, and the limited nature and inexpensiveness of stations and platforms.

Land resumption and severance.

6. Land resumption and severance in connection with proposed public works have received careful attention from the Committee in all instances in which the question has arisen. Generally, the resumption of land and compensation for severance are matters which very largely add to the estimated cost of a work as submitted to the Committee, and, in each inquiry, they have endeavoured, as far as possible, to make this addition to the cost unnecessary. In the case of the proposed Railway from Jerilderie to Berrigan they were able, through a careful examination by a Sectional Committee of the country traversed by the route of the railway, to suggest a deviation which, while improving the route, practically did away with any necessity for the resumption or severance of private land.

Crown land on railway routes.

7. Where Crown land exists in the vicinity of the route of a proposed railway the Committee have endeavoured to secure its retention for the purposes of settlement. They are of opinion that in all cases care should be taken to retain as much Crown land as possible in close proximity to the route, and that no Crown land so situated should be given in exchange for freehold land required.

8. Comparing the estimated cost of the works as recommended by the present Committee, with the estimated cost of these works as submitted by the Department, the Committee's recommendations represent a reduction of £306,000.

The work of the present Committee.

9. The five Committees appointed under the Act have had sixty-six works referred to them (six of them twice), estimated by the Department of Public Works to cost, allowing for the second references, £12,080,611. Of these, they have passed twenty-two as submitted to them, and twenty-two with modifications, and they have negatived twenty-one. One, after being partly considered, was withdrawn from the Committee to whom it had been referred by resolution of the Legislative Assembly, to be afterwards resubmitted in a more complete form. In connection with these sixty-six works the difference between the Departmental estimates of cost and the cost shown in the Committees' recommendations represents a reduction amounting to £3,605,242.

Summary of the work of all the Committees appointed under the Act.

10. Attached to this Report, and completed to the present date, are the returns which have been published with previous General Reports, and which contain a record of the whole of the works inquired into by the present Committee and by previous Committees that have been appointed under the "Public Works Act"; and also a copy of the Committee's Minutes of Proceedings.

Returns containing a record of the Committees' inquiries, and the present Committee's Minutes of Proceedings.

THOS. EWING,
Chairman.

Office of the Parliamentary Standing Committee on Public Works,
Sydney, 5 July, 1895.

PARLIAMENTARY STANDING COMMITTEE ON PUBLIC WORKS.

RECORD OF INQUIRIES.

List of Proposed Public Works inquired into by the several Committees, with the results of their inquiries, from 27 August, 1888, the date of the first sitting of the first Committee appointed under the Act, to 5 July, 1895.

Date of Inquiry.	Proposed Work.	Expenditure proposed by the Government.	Expenditure recommended by the Committee.	Amount in excess of that proposed.	Amount in reduction of that proposed.	Remarks.
1888.		£	£	£	£	
4 Sept. to 22 Oct.	Improvements to the Circular Quay.	120,000	125,000	5,000	.....	The Committee recommended an alteration in the plan of these improvements, by which the total estimated cost would be increased to £125,000.
26 Sept. to 22 Oct.	Storage reservoir at Potts' Hill, and second line of pipes to Crown-street.	120,000 165,000	285,000	.....	.....	Recommended as proposed.
13 Sept. to 22 Oct.	New Central Police Court	48,000	48,000	.....	.....	Recommended as proposed.
4 Oct. to 22 Oct.	Drainage works, Manly	34,114	22,000	.....	12,114	The Committee recommended the adoption of a modified plan of these drainage works, by which the total estimated cost would not exceed £22,000.
10 Oct. to 22 Oct.	Drainage works, North Shore.	77,062	107,000	29,938	.....	The Committee recommended the adoption of the complete scheme proposed in relation to this work, and the estimated cost of which, as shown by the evidence, is £107,000.
31 Aug. to 22 Oct.	Harbour improvements at Newcastle.	112,000	112,000	.....	.....	Recommended as proposed.
19 Sept. to 22 Oct.	Wharfage accommodation, Woolloomooloo Bay.	42,000	.....	.....	42,000	The Committee were of opinion that the proposed expenditure was not justified either by the requirements in connection with the wharfage accommodation of the port, or by the nature of the proposal if regarded as a scheme for the improvement of a very valuable Government property.
16 Nov. to 1889. 11 Jan.	Bridge at the Spit, Middle Harbour.	62,000	.....	.....	62,000	The Committee decided that the proposed expenditure was not justified by the evidence, and that a steam-punt would meet the requirements of the district in the vicinity of the proposed work for some years to come.
1888. 7 Dec. to 1889. 27 Aug.	Drainage works for the Western Suburbs.	830,304	830,304	.....	.....	Recommended as proposed.
26 June to 30 Sept.	Improvements to the entrance of the Richmond River.	326,000	326,000	.....	.....	The Committee recommended that the proposed works be carried out in a certain order, so that the results from the works first constructed might be ascertained before others were proceeded with.
9 Oct. to 11 Dec.	Railway to connect North Shore Railway with Port Jackson, at Milson's Point.*	262,000	.....	.....	262,000	The Committee considered, for various reasons stated in their report on the subject, that the work as proposed should not be carried out.
29 Aug. to 12 Dec.	Railway from Culcairn to Corowa.	197,300 (or £4,184 per mile.)	164,500 (or £3,500 per mile.)	.....	32,800	The Committee were of opinion that this line should be constructed at a cost not exceeding £3,500 per mile.
22 Aug. to 19 Dec.	Railway from Goulburn to Crookwell.	198,300 (or £5,984 per mile.)	148,500 (or £4,500 per mile.)	.....	49,800	The Committee considered that the cost of this railway should not exceed £4,500 per mile, and that a saving should also be effected by utilizing a certain portion of the present main line instead of taking the proposed railway through a part of the city of Goulburn.
1890. 22 Jan. to 6 Feb.	Dredge and plant for Sydney Harbour.	30,000	.....	.....	30,000	The evidence showed that this class of dredge was not required.
1889. 25 Sept. to 1890. 18 Feb.	Railway from Nyngan to Cobar.	207,360	207,360	.....	.....	The Committee recommended the construction of this railway as part of a line which should be extended to Wilcannia and Broken Hill.
14 Jan. to 31 Feb.	Offices for the Board of Water Supply and Sewerage.	50,000	50,000	.....	.....	Recommended as proposed.
14 Jan. to 6 Feb.	Reticulation of the Western Suburbs Drainage Scheme.	713,592	713,592	.....	.....	Recommended as proposed.
14 Jan. to 11 Feb.	Extension of Sydney Water Supply to Southern Suburbs — Hurstville and Rockdale.	66,000	.....	.....	66,000	This expenditure was rendered unnecessary by reason of a temporary water-supply scheme being sufficient to meet requirements for some years.
19 Nov. to 2 April.	Railway from Marrickville to the Burwood Road.	90,250	90,250	.....	.....	Recommended as proposed.
	Carried forward.....£	3,751,282	3,229,506	34,938	556,714	

List of Proposed Public Works inquired into by the Committee, &c.—*continued.*

Date of Inquiry.	Proposed Work.	Expenditure proposed by the Government.	Expenditure recommended by the Committee.	Amount in excess of that proposed.	Amount in reduction of that proposed.	Remarks.
	Brought forward ...£	£ 3,751,282	£ 3,229,506	£ 34,938	£ 556,714	
1890. 23 Oct. to 24 April.	Improvements to the entrance of the Clarence River.	580,900	211,900	.....	369,000	In this case the Committee recommended the construction of only a portion of the works proposed, as they were of opinion that when this portion had been constructed it might be found that the remainder would not be required.
31 Oct. to 15 April.	Breakwater at Byron Bay.	241,723	241,723	.....	.....	The original estimate for this work was £162,000; the increase was due to a difficulty in obtaining stone.
4 Dec. to 24 April.	Railway from Kiama to Nowra.	381,390	381,390	.....	.....	In this case there was an original estimate of £441,663. The reduction was due to an amended estimate made by the Acting Engineer-in-Chief for Railways since the railway was referred to the Committee.
12 Nov. to 24 April.	Railway from Grafton to the Tweed.	1,728,100	800,000	.....	928,100	The Committee recommended that this railway should be constructed from Lismore to Murwillumbah, instead of from Grafton to Murwillumbah, the Committee's recommendation involving a length of about 60½ miles as compared with 140 miles 76 chains, the length of the line as referred to them by the Legislative Assembly.
15 Jan. to 24 April.	Railway from Cootamundra to Temora.	138,000 (or £3,656 per mile.)	125,400 (or £3,300 per mile.)	.....	12,600	The Committee considered that the cost of constructing this railway should not exceed £3,300 per mile.
23 Jan. to 24 April	Railway from Moss Vale to Robertson.	84,900	.....	.....	84,900	The Committee negatived this proposal because they considered another route, described in their report, was preferable.
23 Jan. to 25 Mar.	Railway from Mudgee to Gulgong.	109,330	.....	.....	109,330	The Committee decided against this work, on the ground that any extension of the Mudgee Railway should form part of a more comprehensive proposal, the consideration of which should be deferred until after the suggestion for the connection of the Northern and Western systems, by a line between Dubbo and Werris Creek, has been dealt with.
12 Feb. to 24 April.	Bridge over Tarban Creek, Parramatta River.	26,000	.....	.....	26,000	The Committee considered this bridge to be unnecessary.
20 Feb. to 15 April.	Bridge over the Hunter River, at Jerry's Plains.	20,000	.....	.....	20,000	The Committee considered that a less expensive bridge would be sufficient to meet requirements.
25 Feb. to 24 April	Bridge to connect Bullock Island with the mainland at Newcastle.	33,000	.....	.....	33,000	The Committee considered that this proposed expenditure was premature, pending certain reclamation works.
12 Feb. to 21 May.	Iron Bridge at Cowra ...	26,537	26,537	.....	.....	The original proposal represented an expenditure of £69,971, which amount was afterwards reduced to £26,537, as the result of a revision of the system of bridge-building in the Colony.
22 Jan. to 21 May.	Railway from Molong to Parkes and Forbes.	433,000	433,000	.....	.....	Recommended as proposed.
28 May to 8 July.	Hospital for the Insane upon the Kenmore Estate, near Goulburn.*	120,000	.....	.....	120,000	This proposed work, after being partly considered, was withdrawn from the Committee by resolution of the Assembly.
28 May to 21 Aug.	Railway to connect the North Shore Railway with the deep waters of Port Jackson, at Milson's Point.* (Second Reference).	231,156	231,156	.....	.....	This proposal was before the Committee on a previous occasion (estimated cost, £262,000), when it was negatived; but having been referred to the Committee for further consideration, and circumstances appearing in the second inquiry which justified the construction of the railway, the Committee approved of the proposed work.
10 Dec. to 13 May, 1891.	Hospital Buildings, Macquarie-street.	140,000	56,000	.....	84,000	In this case, two sets of plans for the buildings were submitted to the Committee, one representing a design that was estimated to cost £140,000, and the other a design to cost £56,000, and the Committee approved of the latter.
1891. 11 Feb. to 25 Mar.	College for the Training of Teachers of Public Schools.	37,500	37,500	.....	.....	Recommended as proposed.
19 Feb. to 21 April.	Extension of the Kiama to Nowra Railway into the town of Nowra.	75,000	75,000	.....	.....	Recommended as proposed.
24 Feb. to 14 May.	Railway from Cobar to Cockburn.	1,168,000	1,018,000	.....	150,000	The Committee recommended the construction of this railway as far as Broken Hill only, which would reduce the proposed expenditure by £150,000.
22 Jan., 1890, to 19 May, 1891.	Cable Tramway from King-st., *via* William-street, to Ocean-street.	80,000	80,000	.....	.....	Recommended as proposed.
25 Nov., 1890, to 3 June, 1891.	Cable Tramway through George, Pitt, and Harris Streets, Sydney.	120,000	.....	.....	120,000	The Committee considered that it was not expedient at present, for reasons stated in their report, that this tramway should be constructed.
	Carried forward .....£	9,525,818	6,947,112	34,938	2,613,644	

LIST of Proposed Public Works inquired into by the Committee, &c.—*continued.*

Date of inquiry.	Proposed Work.	Expenditure proposed by the Government.	Expenditure recommended by the Committee.	Amount in excess of that proposed.	Amount in reduction of that proposed.	Remarks.
		£	£	£	£	
1892.	Brought forward .. £	9,525,818	6,947,112	34,938	2,613,644	
5 May to 2 June.	Improvements at Darling Island.	142,000	.....	.....	142,000	The Committee considered that the proposed works might be postponed for the present without inconvenience, and that a more suitable design might be submitted.
7 June to 12 July.	Stormwater sewers discharging into Johnstone's Bay.	51,352	51,352	.....	.....	Recommended as proposed.
15 June to 4 Aug.	Reservoir at Centennial Park for Sydney Water Supply.	83,000	83,000	.....	.....	Recommended with an alteration of site.
14 July to 24 Aug.	Water Supply for Wollongong and the surrounding districts.	66,000	30,000	.....	36,000	The Committee found that the Water Supply proposed for the surrounding districts was not needed, and that the estimate of cost for supplying Wollongong might be reduced to £30,000.
28 July to 24 Aug.	Second pipe-line from Walka to Buttai, for Hunter River District Water Supply.	50,000	50,000	.....	.....	Recommended as proposed.
26 July to 9 Aug.	Sewerage works at Cottage Creek.	25,000	13,000	.....	12,000	The amount of £25,000 provided for a covered sewer; but the Committee found that a cover was not necessary at present, and that by constructing an open sewer the cost could be reduced by £12,000.
21 April, 1891, to 27 May, 1892.	Railway from Glen Innes to Inverell.*	427,400	.....	.....	427,400	The evidence in this case showed that the estimated cost of constructing the railway was excessive, and indicated the probability of a serious annual loss in the working of the line. In addition to this, the Committee were not as fully informed as desirable with regard to connecting Inverell not only with the Great Northern Railway but with the coast, a matter of considerable importance in the inquiry.
31 May to 18 Aug.	Railway from Jerilderie to Deniliquin.	148,000	.....	.....	148,000	The Committee were of opinion that the consideration of this proposed work should be postponed until it should be determined by Parliament as a matter of public policy to purchase the Deniliquin to Moama Railway.
12 July to 24 Aug.	Lunatic Asylum at Kenmore, near Goulburn.* (Second Reference).	150,000	150,000	.....	.....	Recommended as proposed.
14 June to 28 Sept.	Railway from Grafton to Lismore.	662,000 (or £8,000 per mile.)	108,000 (or £6,000 per mile.)	.....	554,000	The Committee decided that, for the present, only the Lismore to Casino section of the proposed railway should be constructed, that the cost should not exceed £6,000 per mile, and that the betterment principle be applied to the land to be served by the proposed line.
10 July to 26 Oct.	Railway from Eden to Bega.	564,000 (or £15,350 per mile.)	.....	.....	564,000	The Committee considered that the present resources of the district did not warrant the construction of such an expensive line, but they were of opinion that a cheaply constructed railway might be favorably considered.
22 June to 4 Oct.	Sewerage Works for Parramatta.*	75,926	.....	.....	75,926	The Committee were of opinion that the sewage farm included in the scheme was too small for the purpose, and that the sewage should be dealt with by precipitation and filtration or other effective modern process at a proposed pumping station at Clay Cliff Creek.
12 Oct. to 21 Dec.	Water Supply for Tamworth.	22,500	22,500	.....	.....	Recommended as proposed, with a provision as to the quantity of water obtainable, and the resumption of land surrounding the well in the drift forming the source of supply.
14 Sept. to 16 Nov.	Water Supply for Lithgow	15,000	15,000	.....	.....	Recommended as proposed.
15 Sept. to 16 Nov.	Water Supply for Armidale.	43,500	43,500	.....	.....	Recommended as proposed.
17 Nov. to 10 Jan. 1893.	Railway from Glen Innes to Inverell.* (Second Reference).	421,400 (or £7,975 per mile).	369,862 (or £7,000 per mile).	.....	51,538	The Committee considered it expedient this railway should be constructed, provided that the cost did not exceed £7,000 per mile, that special local rates were charged until the railway paid working expenses and interest on cost of construction, and that the betterment principle was applied to the land served by the railway.
14 Feb. to 8 Mar.	Waterworks for the town of Junee.	45,000	45,000	.....	.....	The Committee recommended that these works should be carried out, conditionally upon the Railway Commissioners undertaking to enter into an agreement for a period of not less than ten years to pay a minimum of £1,900 per annum for water supplied for railway purposes at Junee and Bethungra.
14 Nov., 1893, to 11 Jan., 1894.	Railway from Narrabri to Moree.	153,000	153,000	.....	.....	Recommended as proposed, with the condition that the work be not undertaken until a Betterment Act is passed.
	Carried forward.....£	12,670,896	8,081,326	34,938	4,624,508	

LIST of Proposed Public Works inquired into by the Committee, &c.—*continued.*

Date of inquiry.	Proposed Work.	Expenditure proposed by the Government.	Expenditure recommended by the Committee.	Amount in excess of that proposed.	Amount in reduction of that proposed.	Remarks.
		£	£	£	£	
	Brought forward ...£	12,670,896	8,081,326	34,938	4,624,508	
1894. 7 Feb. to 22 Mar.	Sewerage Works for Parramatta.* (Second reference.)	75,926	.....	.....	75,926	The Committee decided that it was not expedient the proposed works should be carried out, for the reasons that the scheme had not been adequately considered, and that, according to the evidence, Parramatta was neither willing nor able to pay the rate necessary to provide the interest on the expenditure, and did not want the proposed works.
6 Mar. to 16 April.	Deviation to avoid the Lithgow Zigzag.	181,072	.....	.....	181,072	The Committee were of opinion that as the professional evidence, as well as much of the evidence generally, indicated that the proposed deviation was not a matter of urgency it was not expedient the work should be carried out.
9 April, to 22 May.	Railway from Temora to Wyalong.*	104,430	.....	.....	104,430	The Committee were of opinion that the decision upon the proposal should be deferred for six months.
11 April, to 20 June.	Removal of Pyrmont and Glebe Island Bridges.*	296,500	.....	.....	296,500	The Committee recommended that when renewal becomes necessary the existing bridges at Darling Harbour and Glebe Island should be replaced by timber structures of a kind specified in their report, which report, however, in consequence of the sudden dissolution of Parliament was not presented to the Legislative Assembly.
3 Oct. to 14 Nov.	Removal of Pyrmont and Glebe Island Bridges.* (Second reference.)	296,500	82,500	.....	214,000	The Committee recommended that the Pyrmont Bridge be replaced by a timber bridge with steel span, to cost £82,500, and decided that the Glebe Island Bridge did not at present require renewal.
19 Dec. to 27 Feb., 1895.	Railway from Jerilderie to Berrigan.	43,543	43,543	.....	.....	The construction of this railway was recommended, with the condition that the estimated cost, £2,000 per mile, should include goods and grain sheds, engineering charges, and all contingencies.
7 Mar. to 10 May.	Railway from Parkes to Condobolin.	127,000	127,000	.....	.....	In this inquiry the Committee, while considering it expedient the railway should be constructed, resolved that the cost should not exceed £2,100 per mile, including the cost of land resumptions.
17 May to 28 June.	Railway from Temora to Wyalong.* (Second reference.)	92,000	.....	.....	92,000	The Committee, in deciding against this proposed work, were of opinion that at the present time there is no justification for its construction, and the prospects of Wyalong's future are not such as to lead them to conclude that the line should be built in anticipation of what may be the condition of the gold-field and the district some years hence.
20 Mar, to 7 May.	Harbour Improvements at Newcastle.	141,000	141,000	.....	.....	In this inquiry the Committee recommended a modification of the works proposed by the Department and an additional work, the cost of the works as recommended by the Committee being about the same as that of the works proposed by the Department.
	£	14,028,867	8,475,369	34,938	5,588,436	

* The proposed works marked with an asterisk have been twice referred to the Committee, and together, as first referred, represent an estimated expenditure of £1,266,256, by which amount the total expenditure proposed by the Government and the amount in reduction of that proposed expenditure as shown by the result of the Committee's inquiries should be reduced. A further reduction should be made of £962,000, the proposed expenditure on the railway from Grafton to Lismore, that line being part of the railway originally proposed from Grafton to the Tweed. With these reductions the total expenditure proposed by the Government is £12,080,611, and the saving effected by the Committee, allowing for the £34,938 excess, £3,606,242.

WORK respecting which the inquiry is not complete.

Tramway from Woolwich to the Field of Mars Common... .... £19,300.

PARLIAMENTARY STANDING COMMITTEE ON PUBLIC WORKS.

RETURN SHOWING THE COURSE OF THE COMMITTEES' INQUIRIES FROM THE REFERENCE OF THE WORKS TO THE ULTIMATE ACTION RESPECTING THEM.

FIRST COMMITTEE—FROM 12 JUNE, 1888, TO 22 OCTOBER, 1888.

MEMBERS OF THE COMMITTEE.

LEGISLATIVE COUNCIL.

The Honorable JOHN LACKEY, Chairman.
The Honorable GEORGE CAMPBELL.
The Honorable WILLIAM HENRY SUTTOR.
The Honorable JAMES WATSON.
The Honorable FREDERICK THOMAS HUMPHERY.

LEGISLATIVE ASSEMBLY.

JOSEPH PALMER ABBOTT, Esquire, Vice-Chairman.
JAMES NIXON BRUNKER, Esquire.*
HENRY COPELAND, Esquire.
ALEXANDER KETHEL, Esquire.
JOHN RENDELL STREET, Esquire.
THOMAS MICHAEL SLATTERY, Esquire.
JACOB GARRARD, Esquire.
SYDNEY SMITH, Esquire.

* James Nixon Brunker, Esquire, by reason of his accepting the office of Minister for Lands, did not take his seat as a member of the Committee.

Proposed Work.	Date of reference to Committee.	Date upon which inquiry was opened.	Date upon which Sectional Committee was appointed.	Date of Sectional Committee's Report.	Date of Committee's Report.	Statement of Committee's recommendation.	How dealt with by Parliament.	Date of Parliamentary action.
Wharfage Accommodation, Woolloomooloo Bay.	1888. 23 July	1888. 19 September	.....	.....	1888. Inquiry completed by Second Committee.	See Second Committee.	See Second Committee.	See Second Committee.
Improvements to the Circular Quay.	23 "	4 " ...	.....	.....	22 October ...	The Committee recommended an alteration in the plan of these improvements, by which the estimated total cost would be increased from £120,000 to £125,000.	Passed.	Legislative Assembly—11 April, 1889—Bill read third time. Legislative Council—24 April, 1889—Bill read third time; 30 April, 1889—Assent reported.
Storage Reservoir at Potts' Hill	23 "	26 " ...	.....	.....	22 " ...	Recommended as proposed.	Passed.	Legislative Assembly—17 May, 1889—Bill read third time. Legislative Council—30 May, 1889—Bill read third time; 5 June, 1889—Assent reported.

FIRST COMMITTEE—*continued.*

Proposed Work.	Date of reference to Committee.	Date upon which inquiry was opened.	Date upon which Sectional Committee was appointed.	Date of Sectional Committee's Report.	Date of Committee's Report.	Statement of Committee's recommendation.	How dealt with by Parliament.	Date of Parliamentary action.
	1888.	1888.			1888.			
Second Pipe between Potts Hill and Crown-street.	23 July.....	26 September	.....	.....	22 October ..	Recommended as proposed.	Passed [Sydney Water Supply (Partial Reduplication) Bill].	Legislative Assembly—24 July, 1889—Bill read third time. Legislative Council—17 Sept., 1889—Bill read third time; 30 Sept., 1889—Assent reported.
Dredge and Plant for Sydney Harbour.	23 ,, ...	Dealt with by Third Committee.	.....	.....	.....	See Third Committee.	See Third Committee.	See Third Committee.
Improvements to the Entrance of the Richmond River.	23 ,, ...	,, ,,	.....	.....	.....	,, ,,	,, ,,	,, ,,
Bridge at the Spit, Middle Harbour.	23 ,, ...	Dealt with by Second Committee.	.....	.....	.....	See Second Committee.	See Second Committee.	See Second Committee.
New Central Police Court	23 ,, ...	13 September	.....	.....	22 October ...	Recommended as proposed.	Passed.	Legislative Assembly—15 May, 1889—Bill read third time. Legislative Council—23 May, 1889—Bill read third time; 30 May, 1889—Assent reported.
Improvements to the Entrance of the Clarence River.	23 ,, ...	Dealt with by Third Committee.	.....	.....	.....	See Third Committee.	See Third Committee.	See Third Committee.
Drainage Works, Manly	23 ,, ...	4 October ...	.....	.....	22 October ...	The Committee recommended the adoption of a modified plan of these drainage works, by which the estimated total cost would not exceed £22,000, or £12,114 less than the original estimate.	Passed.	Legislative Assembly—23 May, 1889—Bill read third time; 3 Sept., 1889—Bill finally passed. Legislative Council—20 June, 1889—Bill read third time; 12 Sept., 1889—Assent reported.
Drainage Works, North Shore	23 ,, ...	10 ,, ...	.....	.....	22 ,, ...	The Committee recommended the adoption of the complete scheme proposed in relation to this work, the estimated cost of which, as shown by the evidence, was £107,000.	Passed.	Legislative Assembly—17 April, 1889—Bill read third time; 15 May, 1889—Bill finally passed. Legislative Council—9 May, 1889—Bill read third time; 22 May, 1889—Assent reported.
Drainage Works for the Western Suburbs.	23 ,, ...	Dealt with by Second and Third Committees.	.....	.....	.....	See Third Committee.	See Third Committee.	See Third Committee.
Harbour Improvements at Newcastle.	23 ,, ...	31 August ...	.....	.....	22 October ...	Recommended as proposed.	Passed.	Legislative Assembly—11 April, 1889—Bill read third time. Legislative Council—24 April, 1889—Bill read third time; 30 April, 1889—Assent reported.

SECOND COMMITTEE—FROM 24 OCTOBER, 1888, TO 19 JANUARY, 1889.

MEMBERS OF THE COMMITTEE.

Legislative Council.

The Honorable John Lackey, Chairman.
The Honorable George Campbell.
The Honorable William Henry Sutton.
The Honorable James Watson.
The Honorable Frederick Thomas Humphery.

Legislative Assembly.

Joseph Palmer Abbott, Esquire, Vice-Chairman.
Henry Copeland, Esquire.
Jacob Garrard, Esquire.
Alexander Kethel, Esquire.
Sydney Smith, Esquire.
Thomas Michael Slattery, Esquire.
John Rendell Street, Esquire.
Daniel O'Connor, Esquire.

Proposed Work	Date of reference to Committee.	Date upon which inquiry was opened.	Date upon which Sectional Committee was appointed.	Date of Sectional Committee's Report.	Date of Committee's Report.	Statement of Committee's recommendation.	How dealt with by Parliament.	Date of Parliamentary action.
	1888.	1888.			1889.			
Wharfage Accommodation, Woolloomooloo Bay.	23 July	19 September	.....	.....	10 January ...	The Committee were of opinion that the proposed expenditure was not justified either by the requirements in connection with the wharfage accommodation of the port, or by the nature of the proposal if regarded as a scheme for the improvement of a very valuable Government property.	Not dealt with.	.....
Dredge and Plant for Sydney Harbour.	23 ,, ...	Dealt with by Third Committee.	.....	.....	.....	See Third Committee.	See Third Committee.	See Third Committee.
Improvements to the Entrance of the Richmond River.	23 ,, ...	,, ,,	.....	.....	.....	,, ,,	,, ,,	,, ,,
Bridge at the Spit, Middle Harbour.	23 ,, ...	16 November	.....	.....	11 January ...	The Committee decided that the proposed expenditure was not justified by the evidence, and that a steam-punt would meet the requirements of the district in the vicinity of the proposed work for some years to come.	Not dealt with.	.....
Improvements to the entrance of the Clarence River.	23 ,, ...	Dealt with by Third Committee.	.....	.....	.....	See Third Committee.	See Third Committee.	See Third Committee.
Drainage Works for the Western Suburbs.	23 ,, ...	7 December	.....	.....	Inquiry completed by Third Committee.	,, ,,	,, ,,	,, ,,

THIRD COMMITTEE—FROM 7 JUNE, 1889, TO 6 JUNE, 1891.

MEMBERS OF THE COMMITTEE.

Legislative Council.

* The Honorable John Lackey, Chairman.
The Honorable Andrew Garran.
* The Honorable James Watson.
The Honorable Frederick Thomas Humphery.
The Honorable William Joseph Trickett.
* The Honorable George Henry Cox.

Legislative Assembly.

* Joseph Palmer Abbott, Esquire, Chairman.
* Jacob Garrard, Esquire, Vice-Chairman.
Henry Copeland, Esquire.
James Ebenezer Tonkin, Esquire.
William Springthorpe Dowel, Esquire.
* John Sutherland, Esquire.
Edward William O'Sullivan, Esquire.
* John Hurley, Esquire.
* Charles Alfred Lee, Esquire.
* William McCourt, Esquire.
* James Patrick Garvan, Esquire.

[* Shortly after the first meeting of the third Committee, John Sutherland, Esquire, died, and his place was filled by the appointment of Charles Alfred Lee, Esquire. Subsequently the Honorable James Watson resigned his seat on the Committee, and the Honorable George Henry Cox was appointed in his place. On 22nd October, 1890, Mr. Joseph Palmer Abbott, having been appointed Speaker of the Legislative Assembly, resigned his position as Chairman and member of the Committee. The Honorable John Lackey, who at that time was Vice-Chairman of the Committee, was appointed Chairman in Mr. Abbott's place, and Mr. Jacob Garrard was chosen as Vice-Chairman. Mr. William McCourt was appointed a member of the Committee on 16th July, 1890, in the place of Mr. John Hurley, whose seat became vacant by reason of his resignation from the Legislative Assembly; and Mr. James Patrick Garvan was appointed a member on the 6th November, 1890, in the room of Mr. Joseph Palmer Abbott.]

Proposed Work.	Date of reference to Committee.	Date upon which inquiry was opened.	Date upon which Sectional Committee was appointed.	Date of Sectional Committee's Report.	Date of Committee's Report.	Statement of Committee's recommendation.	How dealt with by Parliament.	Date of Parliamentary action.
Dredge and Plant for Sydney Harbour.	23 July, 1888	22 Jan., 1890	.....	.....	6 Feb., 1890	The evidence showed that this class of dredge was not required.	Not dealt with.	.....
Improvements to the Entrance of the Richmond River.	23 ,, ,,	26 June, 1889	.....	.....	30 Sept., 1889	The Committee recommended that the proposed works should be carried out in a certain order, so that the results from the works first constructed might be ascertained before others were proceeded with.	Passed.	Legislative Assembly—23 July, 1890—Bill read third time. Legislative Council—28 Aug., 1890—Bill read third time; 3 Sept., 1890—Assent reported.
Improvements to the Entrance of the Clarence River.	23 ,, ,,	23 Oct., ,,	14 Nov., 1889	28 Jan., 1890	2 April, 1890	In this case the Committee recommended the construction of only a portion of the works proposed, as they were of opinion that when this portion had been constructed it might be found that the remainder would not be required.	Passed.	Legislative Assembly—23 July, 1890—Bill read third time. Legislative Council—17 Sept., 1890—Bill read third time; 1 Oct., 1890—Assent reported.
Drainage Works for the Western Suburbs.	23 ,, ,,	7 Dec., 1888	.....	.....	27 Aug., 1889	Recommended as proposed.	Passed.	Legislative Assembly—26 Sept., 1889—Bill read third time. Legislative Council—26 Sept., 1889—Bill read third time; 30 Sept., 1889—Assent reported.

THIRD COMMITTEE—*continued.*

Proposed Work.	Date of reference to Committee.	Date upon which inquiry was opened.	Date upon which Sectional Committee was appointed.	Date of Sectional Committee's Report.	Date of Committee's Report.	Statement of Committee's recommendation.	How dealt with by Parliament.	Date of Parliamentary action.
Railway from Goulburn to Crookwell.	31 July, 1889	22 Aug., 1889	29 Aug., 1889	17 Sept., 1889	19 Dec., 1889	The Committee considered that the cost of this railway should not exceed £4,500 per mile, and that a saving should also be effected by utilizing a certain portion of the present main line instead of taking the proposed railway through a part of the city of Goulburn.	Negatived by the Legislative Council.	Legislative Assembly—10 July, 1890—Bill read third time. Legislative Council—6 August, 1890—Second reading resolved in the negative.
Railway from Nyngan to Cobar	1 Aug., ,,	25 Sept., ,,	24 Sept., ,,	31 Oct., ,,	18 Feb., 1890	The Committee recommended the construction of this railway as part of a line which should be extended to Wilcannia and Broken Hill.	Passed.	Legislative Assembly—10 July, 1890—Bill read third time. Legislative Council—17 July, 1890—Bill read third time; 23 July, 1890—Assent reported.
Railway from Kiama to Nowra	1 ,, ,,	4 Dec., ,,	14 Jan., 1890	30 Jan., 1890	22 April, ,,	In this case there was an original estimate of £441,663. The amount recommended by the Committee was £381,390. The reduction was due to an amended estimate made by the Acting Engineer-in-Chief for Railways after the railway was referred to the Committee.	Passed.	Legislative Assembly—10 July, 1890—Bill read third time. Legislative Council—7 Aug., 1890—Bill read third time; 13 Aug., 1890—Assent reported.
Railway from Marrickville to the Burwood Road.	1 ,, ,,	19 Nov., ,,	.....	.....	2 ,, ,,	Recommended as proposed.	Passed.	Legislative Assembly—11 Dec., 1890—Bill read third time. Legislative Council—18 Dec., 1890—Bill read third time; 19 May, 1891—Assent reported.
Railway from Culcairn to Corowa.	6 ,, ,,	29 Aug., ,,	29 Aug., 1889	11 Sept., 1889	12 Dec., 1889	The Committee were of opinion that this line should be constructed at a cost not exceeding £3,500 per mile.	Passed.	Legislative Assembly—10 July, 1890—Bill read third time. Legislative Council—31 July, 1890—Bill read third time; 6 Aug., 1890—Assent reported.
Breakwater at Byron Bay	6 ,, ,,	31 Oct., ,,	14 Nov., ,,	28 Jan., 1890	15 April, 1890	The original estimate for this work was £162,000. The estimate placed before the Committee, which they adopted in their recommendation, was £241,723. The increase was due to a difficulty in obtaining stone.	Negatived by the Legislative Council.	Legislative Assembly—17 July, 1890—Bill read third time. Legislative Council—15 Oct., 1890—Bill negatived in Council on motion, "That it be read the second time this day six months."
Railway to connect North Shore Railway with Port Jackson, at Milson's Point.	7 ,, ,,	9 ,, ,,	.....	.....	11 Dec., 1889	The Committee considered, for various reasons stated in their report on the subject, that the work as proposed should not be carried out.	See second reference.	See second reference.
Railway from Grafton to the Tweed.	27 Sept., ,,	12 Nov., ,,	14 Nov., ,,	28 Jan., ,,	15 April, 1890	The Committee recommended that this railway should be constructed from Lismore to Murwillumbah, instead of from Grafton to Murwillumbah, the Committee's recommendation involving a length of about 60½ miles as compared with 140 miles 76 chains, the length of the line as referred to them by the Legislative Assembly.	Passed.	Legislative Assembly—17 July, 1890—Bill (Lismore to the Tweed Railway Bill) read third time. Legislative Council—10 Sept., 1890—Bill read third time; 24 Sept., 1890—Assent reported.
Railway from Cootamundra to Tamora.	27 ,, ,,	15 Jan., 1890	16 Jan., 1890	11 Feb., ,,	23 ,, ,,	The Committee considered that the cost of constructing this railway should not exceed £3,300 per mile.	Passed.	Legislative Assembly—23 July, 1890—Bill read third time. Legislative Council—17 Sept., 1890—Bill read third time; 1 Oct., 1890—Assent reported.

THIRD COMMITTEE—*continued.*

Proposed Work.	Date of reference to Committee.	Date upon which inquiry was opened.	Date upon which Sectional Committee was appointed.	Date of Sectional Committee's Report.	Date of Committee's Report.	Statement of Committee's recommendation.	How dealt with by Parliament.	Date of Parliamentary action.
Railway from Mudgee to Gulgong.	27 Sept., 1889	23 Jan., 1890	12 Mar., 1890	26 Mar., 1890	6 May, 1890	The Committee decided against this work on the ground that any extension of the Mudgee Railway should form part of a more comprehensive proposal, the consideration of which should be deferred until after the suggestion for the connection of the Northern and Western systems, by a line between Dubbo and Werris Creek, had been dealt with.	Not dealt with.	.....
Railway from Moss Vale to Robertson.	1 Oct., ,,	23 ,, ,,	30 Jan., ,,	12 Feb., ,,	29 April, ,,	The Committee negatived this proposal because they considered another route, described in their report, was preferable.	,, ,,	.....
Railway from Molong to Parkes and Forbes.	1 ,, ,,	22 ,, ,,	12 Feb., ,,	19 Mar., ,,	21 May, ,,	Recommended as proposed.	Passed.	Legislative Assembly—23 July, 1890—Bill read third time. Legislative Council—21 Aug., 1890—Bill read third time; 27 Aug., 1890—Assent reported.
Bridge over Tarban Creek, Parramatta River.	1 ,, ,,	12 Feb., ,,	.....	.....	15 April, ,,	The Committee considered this bridge to be unnecessary.	Not dealt with.	.....
Bridge over the Hunter River, at Jerry's Plains.	1 ,, ,,	20 ,, ,,	4 Mar.,	11 Mar., ,,	15 ,, ,,	The Committee considered that a less expensive bridge would be sufficient to meet requirements.	,, ,,	.....
Bridge to connect Bullock Island with the Mainland at Newcastle.	1 ,, ,,	25 ,, ,,	4 ,, ,,	11 ,, ,,	29 ,, ,,	The Committee considered that this proposed expenditure was premature, pending the carrying out of certain reclamation works.	,, ,,	.....
Iron Bridge at Cowra	1 ,, ,,	12 ,, ,,	18 Feb., ,,	19 ,, ,,	21 May, ,,	The original proposal represented an expenditure of £69,971, which amount was afterwards reduced to £26,537, as the result of a revision of the system of bridge-building in the Colony, and the construction of the bridge at the reduced cost was recommended by the Committee.	Passed.	Legislative Assembly—23 July, 1890—Bill read third time. Legislative Council—21 Aug., 1890—Bill read third time; 27 Aug., 1890—Assent reported.
Hospital for the Insane upon the Kenmore Estate, near Goulburn.	1 ,, ,,	28 May, ,,	.....	.....	Inquiry not completed.	This proposed work, after being partly considered, was withdrawn from the Committee by resolution of the Assembly.	Rescinded.	Legislative Assembly—2 July, 1890—Resolution passed rescinding previous resolution referring proposed work to the Committee.
Offices for Board of Water Supply and Sewerage.	1 ,, ,,	14 Jan., ,,	.....	.....	11 Feb., 1890	Recommended as proposed.	Passed.	Legislative Assembly—7 Nov., 1890—Bill read third time. Legislative Council—20 Nov., 1890—Bill read third time; 27 Nov., 1890—Assent reported.
Reticulation of Western Suburbs Drainage Scheme.	1 ,, ,,	14 ,, ,,	.....	.....	6 ,, ,,	,, ,,	,,	Legislative Assembly—23 July, 1890—Bill read third time. Legislative Council—24 Sept., 1890—Bill read third time; 8 Oct., 1890—Assent reported.

THIRD COMMITTEE—*continued.*

Proposed Work	Date of reference to Committee.	Date upon which inquiry was opened.	Date upon which Sectional Committee was appointed.	Date of Sectional Committee's Report.	Date of Committee's Report.	Statement of Committee's recommendation.	How dealt with by Parliament.	Date of Parliamentary action.
Extension of Sydney Water Supply to Southern Suburbs—Hurstville, Rockdale.	1 Oct., 1889	14 Jan., 1890	.....	.....	11 Feb., 1890	This expenditure was rendered unnecessary by reason of a temporary water-supply scheme being sufficient to meet requirements for some years.	Not dealt with.	.....
Cable Tramway from King-street, *via* William-street, to Ocean-street.	,, ,,	22 ,, ,,	.....	.....	2 June, 1891	Recommended as proposed.	Passed.	Legislative Assembly—8 March, 1892—Bill read third time. Legislative Council—10 March, 1892—Bill read third time; 17 March, 1892—Assent reported.
Cable Tramway through George, Pitt, and Harris Streets, Sydney	1 ,, ,,	25 Nov. ,,	.....	.....	4 ,, ,,	The Committee considered that it was not expedient, for reasons stated in their report, that this tramway should be constructed.	Not dealt with.	.....
Railway to connect North Shore Railway with the deep waters of Port Jackson, at Milson's Point (second reference).	8 May, 1890	28 May, ,,	.....	.....	21 Aug., 1890	This proposal was before the Committee on a previous occasion when it was negatived; but having been referred to the Committee for further consideration, and circumstances appearing in the second inquiry which justified the construction of the railway, the Committee approved of the proposed work.	Passed.	Legislative Assembly—12 Nov., 1890—Bill read third time. Legislative Council—20 Nov., 1890—Bill read third time; 27 Nov., 1890—Assent reported.
College for the Training of Teachers of Public Schools.	21 Nov., ,,	11 Feb., 1891	.....	.....	19 Mar., 1891	Recommended as proposed.	Not dealt with.	.....
Hospital Buildings, Macquarie-street.	3 Dec., ,,	10 Dec., 1890	.....	.....	12 May, ,,	In this case two sets of plans for the buildings were submitted to the Committee, one representing a design that was estimated to cost £140,000, and the other a design to cost £56,000, and the Committee approved of the latter.	Passed.	Legislative Assembly—9 March, 1892—Bill read third time. Legislative Council—17 March, 1892—Bill read third time; 29 March, 1892—Assent reported.
Railway from Cobar to Cockburn.	19 ,, ,,	24 Feb., 1891	.....	.....	14 ,, ,,	The Committee recommended the construction of this railway as far as Broken Hill only, thereby reducing the proposed expenditure (£1,168,000) by £150,000.	.....	Legislative Assembly—25 June, 1895—Motion to go into Committee to bring in a Bill.
Railway from Glen Innes to Inverell.	19 ,, ,,	21 April, ,,	23 April, 1891	2 June, 1891	See Fourth Committee.	See Fourth Committee.	See Fourth Committee.	.....
Extension of the Kiama to Nowra Railway into the town of Nowra.	19 ,, ,,	19 Feb., ,,	.....	.....	21 April, 1891	Recommended as proposed.	Not dealt with.	.....

FOURTH COMMITTEE—FROM 31 MARCH, 1892, TO 25 JUNE, 1894.

MEMBERS OF THE COMMITTEE.

Legislative Council.

The Honorable William Henry Suttor, Vice-Chairman.
The Honorable James Hoskins.
The Honorable Frederick Thomas Humphery.
* The Honorable Andrew Garran, LL.D.
The Honorable John Davies, C.M.G.
* The Honorable William Joseph Trickett.

Legislative Assembly.

Jacob Garrard, Esquire, Chairman.
Thomas Thomson Ewing, Esquire.
William Chandos Wall, Esquire.
William McCourt, Esquire.
John Cash Neild, Esquire.
Edward William O'Sullivan, Esquire.
Charles Collins, Esquire.
Henry Dawson, Esquire.

* The Honorable Andrew Garran, LL.D., on 5th October, 1892, resigned his seat as a member of the Committee, and on 12th October, 1892, the Honorable William Joseph Trickett was appointed to fill the vacancy.]

Proposed Work	Date of reference to Committee.	Date upon which inquiry was opened.	Date upon which Sectional Committee was appointed.	Date of Sectional Committee's Report.	Date of Committee's Report.	Statement of Committee's recommendation.	How dealt with by Parliament.	Date of Parliamentary action.
Improvements at Darling Island	29 Mar., 1892	5 May, 1892	.....	.....	2 June, 1892	The Committee considered that the proposed works might be postponed for the present without inconvenience, and that a more suitable design might be submitted.	Not dealt with.	.....
Water Supply for Tamworth...	29 ,, ,,	12 Oct., ,,	12 Oct., 1892	15 Nov., 1892	21 Dec., ,,	Recommended as proposed with a provision as to the quantity of water obtainable, and the resumption of land surrounding the well in the drift forming the source of supply.	Passed.	Legislative Assembly—29 May, 1894—Bill read third time. Legislative Council—31 May, 1894—Bill read third time; 5 June, 1894—Assent reported.
Storm-water Sewers discharging into Johnstone's Bay.	29 ,, ,,	7 June, ,,	.....	.....	12 July, ,,	Recommended as proposed.	,,	Legislative Assembly—7 June, 1894—Bill read third time. Legislative Council—7 June, 1894—Bill read second time and passed through all stages; 7 Aug., 1894—Assent reported.
Reservoir at Centennial Park for Sydney Water Supply.	29 ,, ,,	15 ,, ,,	.....	.....		Recommended with an alteration of site.	,,	Legislative Assembly—20 Dec., 1894—Bill read third time. Legislative Council—21 Dec., 1894—Bill read third time; 26 Feb., 1895—Assent reported.
Water Supply for Wollongong and the Surrounding Districts.	29 ,, ,,	14 July, ,,	.....	.....	4 Aug., ,, 24 ,, ,,	The Committee found that the Water Supply proposed for the surrounding districts was not needed, and that the estimate of cost for supplying Wollongong might be reduced to £30,000.	Not dealt with.	.....
Second Pipe-line from Walka to Buttai, for Hunter River District Water Supply.	29 ,, ,,	28 ,, ,,	.....	.....	16 ,, ,,	Recommended as proposed.	.....	Legislative Assembly—15 November, 1894—Bill read first time.
Sewerage Works at Cottage Creek.	29 ,, ,,	26 ,, ,,	.....	.....	9 ,, ,,	The estimated cost of this work was £25,000, which provided for a covered sewer; but the Committee found that a sewer was not necessary, and that by constructing an open sewer the cost could be reduced by £12,000.	Passed.	Legislative Assembly—2 May, 1895—Bill read third time. Legislative Council—30 May, 1895—Bill read third time; 25 June, 1895—Assent reported.
Water Supply for Lithgow ...	29 ,, ,,	14 Sept., ,,	22 Oct., ,,	24 Oct., ,,	16 Nov., ,,	Recommended as proposed.	,,	Legislative Assembly—5 April, 1894—Bill read third time. Legislative Council—18 April, 1894—Bill read third time; 1 May, 1894—Assent reported.
Sewerage Works for Parramatta.	29 ,, ,,	22 June, ,,	.....	.....	4 Oct., ,,	The construction of this work the Committee did not recommend, as they were of opinion that the sewage farm included in the scheme was too small for the purpose, and that the sewage should be dealt with by precipitation and filtration, or other effective modern process, at a proposed pumping station at Clay Cliff Creek.	Not dealt with.	.....

FOURTH COMMITTEE—*continued.*

Proposed Work.	Date of reference to Committee.	Date upon which inquiry was opened.	Date upon which Sectional Committee was appointed.	Date of Sectional Committee's Report.	Date of Committee's Report.	Statement of Committee's recommendation.	How dealt with by Parliament.	Date of Parliamentary action.
Water Supply for Armidale ...	29 Mar., 1892	15 Sept., 1892	12 Oct., 1892	20 Oct., 1892	16 Nov., 1892	Recommended as proposed.	Passed.	Legislative Assembly—22 May, 1894—Bill read third time. Legislative Council—31 May, 1894—Bill read third time; 6 June, 1894—Assent reported.
Railway from Eden to Bega ...	29 ,, ,,	10 July, ,,	11 Aug., ,,	7 Sept., ,,	26 Oct., ,,	The Committee considered that the resources of the district did not warrant the construction of such an expensive line, but they were of opinion that a cheaply constructed railway might be favourably considered.	Not dealt with.	.....
Railway from Grafton to Lismore.	29 ,, ,,	14 June, ,,	15 June, ,,	10 Aug., ,,	28 Sept., ,,	The Committee decided that, for the present, only the Lismore to Casino section of the proposed railway should be constructed, that the cost should not exceed £6,000 per mile, and that the betterment principle be applied to the land to be served by the proposed line.	,, ,,	.....
Railway from Glen Innes to Inverell.	29 ,, ,,	6 April, ,,	23 April, 1891 (See Third Committee.)	2 June, 1891 (See Third Committee.)	27 May, ,,	The evidence in this case, which was partly inquired into by the Third Committee and partly by the Fourth Committee, showed that the estimated cost of constructing the railway was excessive, and indicated the probability of a serious annual loss in the working of the line. In addition to this, the Committee were not as fully informed as desirable with regard to connecting Inverell not only with the Great Northern Railway but with the coast, a matter of considerable importance in the inquiry. The Committee therefore did not recommend that the railway should be constructed.	See second reference.	.....
Railway from Jerilderie to Deniliquin.	29 ,, ,,	31 May, ,,	2 June, 1892	23 June, 1892	18 Aug., ,,	The Committee were of opinion that the consideration of this proposed work should be postponed until it should be determined by Parliament as a matter of public policy to purchase the Deniliquin to Moama Railway.	Not dealt with.	.....
Lunatic Asylum at Kenmore, near Goulburn (second reference).	31 ,, ,,	12 July, ,,	.....	.....	24 ,, ,,	Recommended as proposed.	Passed.	Legislative Assembly—18 October, 1894—Bill read third time. Legislative Council—1 November, 1894 Bill read third time; 14 November, 1894—Assent reported.
Railway from Glen Innes to Inverell (second reference).	27 Oct., ,,	17 Nov., ,,	23 Nov., ,,	13 Dec., ,,	10 Jan., 1893	The Committee considered it expedient this railway should be constructed, provided that the cost did not exceed £7,000 per mile, that special local rates were charged until the railway paid working expenses and interest on cost of construction, and that the betterment principle was applied to the land served by the railway.	Negatived.	Legislative Assembly—18 April, 1894—Bill read third time. Legislative Council—7 June 1894—Bill negatived on motion for second reading.
Waterworks for the town of Junee.	2 Feb., 1893	14 Feb., 1893	15 Feb., 1893	28 Feb., 1893	14 Mar., ,,	The Committee recommended that the proposed works should be carried out, conditionally on the Railway Commissioners entering into an agreement for a period of not less than ten years to pay a minimum of £1,900 per annum for water supplied for railway purposes at Junee and Bethungra.	Passed.	Legislative Assembly—4 April, 1894—Bill read third time. Legislative Council—18 April, 1894—Bill read third time; 1 May, 1894—Assent reported.

FOURTH COMMITTEE—*continued.*

Proposed Work.	Date of reference to Committee.	Date upon which inquiry was opened.	Date upon which Sectional Committee was appointed.	Date of Sectional Committee's Report.	Date of Committee's Report.	Statement of Committee's recommendation.	How dealt with by Parliament.	Date of Parliamentary action.
Railway from Narrabri to Moree.	1 Nov., 1893	14 Nov., 1893	15 Nov., 1893	5 Dec., 1893	12 Jan., 1894	Recommended as proposed, with the condition that the work be not undertaken until a Betterment Act is passed.	Passed.	Legislative Assembly—20 March, 1895—Bill read third time. Legislative Council—4 April, 1895—Bill read third time; 23 April—Assent reported.
Sewerage Works for Parramatta (second reference).	1 Feb., 1894	7 Feb., 1894	.....	.....	22 Mar., ,,	The Committee decided that it was not expedient the proposed works should be carried out, for the reasons that the scheme had not been adequately considered, and that, according to the evidence, Parramatta was neither willing nor able to pay the rate necessary to provide the interest on the expenditure, and did not want the proposed works.	Not dealt with.	.....
Deviation to avoid the Lithgow Zigzag.	25 Jan., ,,	6 Mar., ,,	.....	.....	16 April, ,,	The Committee was of opinion that as the professional evidence, as well as much of the evidence generally, indicated that the proposed deviation was not a matter of urgency, it was not expedient the work should be carried out.	,, ,,	.....
Railway from Temora to Wyalong.	29 Mar., ,,	9 April, ,,	9 April, 1894	24 April, 1894	28 May, ,,	The Committee were of opinion that owing to the uncertainty of the permanence of the Wyalong goldfield, the decision upon the proposed Railway should be deferred for six months.	See Fifth Committee.	.....
Removal of Pyrmont and Glebe Island Bridges.	25 Jan., ,,	11 ,, ,,	.....	.....	25 June, ,,	The Committee negatived the Departmental scheme, but recommended that when renewal becomes necessary the existing bridges at Darling Harbour and Glebe Island should be replaced by timber structures of a kind specified in their report, which report, however, in consequence of the sudden dissolution of Parliament was not presented to the Legislative Assembly.	,, ,,	.....

FIFTH COMMITTEE—FROM 19 SEPTEMBER, 1894, TO 5 JULY, 1895.

MEMBERS OF THE COMMITTEE.

Legislative Council.

The Honorable Frederick Thomas Humphery, Vice-Chairman.
The Honorable William Joseph Trickett.
The Honorable James Hoskins.
The Honorable John Davies, C.M.G.
The Honorable Charles James Roberts, C.M.G.

Legislative Assembly.

* Varney Parkes, Esquire, Chairman.
* Thomas Thomson Ewing, Esquire, Chairman.
James Hayes, Esquire.
Robert Henry Levien, Esquire.
John Moore Chanter, Esquire.
Charles Alfred Lee, Esquire.
James Gormly, Esquire.
Edmund William Molesworth, Esquire.

* On 15th November, 1894, Varney Parkes, Esquire, resigned his seat on the Committee, and on 20th November, 1894, Thomas Thomson Ewing, Esquire, was elected Chairman.

Proposed Work.	Date of reference to Committee.	Date upon which inquiry was opened.	Date upon which Sectional Committee was appointed.	Date of Sectional Committee's Report.	Date of Committee's Report.	Statement of Committee's recommendation.	How dealt with by Parliament.	Date of Parliamentary action.
Removal of Pyrmont and Glebe Island Bridges (second reference).	27 Sept., 1894	3 Oct., 1894	.....	.....	21 Nov., 1894	The Committee recommended that the Pyrmont Bridge be replaced by a timber bridge, with steel span, to cost £82,500; the Glebe Island Bridge, they decided, did not at present require renewal.	.....	Legislative Assembly—8 May, 1895—Motion in Committee to bring in a Bill.
Railway from Jerilderie to Berrigan.	18 Dec., ,,	19 Dec., ,,	8 Jan., 1895	22 Jan., 1895	28 Feb., 1895	The construction of this railway was recommended, with the condition that the estimated cost, £2,000 per mile, should include goods and grain sheds, engineering charges, and all contingencies.	Passed.	Legislative Assembly—7 May, 1895—Bill read third time. Legislative Council—12 June, 1895—Bill read third time; 25 June, 1895—Assent reported.
Railway from Parkes to Condobolin.	6 Mar., 1895	7 Mar., 1895	19 Mar., ,,	3 April, ,,	21 May, ,,	In this inquiry the Committee, while considering it expedient the railway should be constructed, resolved that the cost should not exceed £2,100 per mile, including the cost of land resumption.	,,	Legislative Assembly—27 June, 1895—Bill read third time. Legislative Council—3 July, 1895—Bill read third time.
Railway from Temora to Wyalong (second reference).	7 ,, ,,	17 May ,,	5 June, ,,	19 June, ,,	27 June, ,,	The Committee negatived this proposed work, being of opinion that at the present time there is no justification for the construction of this railway, and that the prospects of Wyalong's future are not such as to lead them to conclude that the line should be built in anticipation of what may be the condition of the goldfield and the district some years hence.	Not dealt with.	.....
Harbour Improvements at Newcastle.	14 ,, ,,	20 Mar., ,,	28 Mar., ,,	9 April, ,,	16 May, ,,	In this inquiry the Committee recommended a modification of the works proposed by the Department and an additional work, the cost of the works as recommended by the Committee being about the same as that of the works proposed by the Department.	Laid aside.	Legislative Assembly—27 June, 1895—Bill read third time. Legislative Council—3 July, 1895—Bill returned to the Assembly with amendments. Legislative Assembly—4 July, 1895—Bill laid aside.
Tramway from Woolwich to the Field of Mars Common.	20 June, ,,	25 June ,,	.....	.....	Inquiry not completed.	.....	.....	.....

PARLIAMENTARY STANDING COMMITTEE ON PUBLIC WORKS.

MINUTES OF PROCEEDINGS.

WEDNESDAY, 26 SEPTEMBER, 1894.

THE FIFTH COMMITTEE appointed under the Public Works Act of 1888, the Public Works Act Amendment Act of 1889, and the Public Works (Committees' Remuneration) Act of 1889, met in the Committee's Board Room at 2 p.m.

MEMBERS PRESENT:—

The Hon. Frederick Thomas Humphery,
The Hon. William Joseph Trickett,
The Hon. James Hoskins,
The Hon. John Davies, C.M.G.,
The Hon. Charles James Roberts, C.M.G.,
Varney Parkes, Esq.,
Thomas Thomson Ewing, Esq.,
James Hayes, Esq.,
Robert Henry Levien, Esq.,
John Moore Chanter, Esq.,
Charles Alfred Lee, Esq.,
James Gormly, Esq.,
Edmund William Molesworth, Esq.

On the motion of Mr. Davies, seconded by Mr. Trickett, it was resolved,—"That Mr. Humphery take the chair until a Chairman and a Vice-Chairman of the Committee be appointed."

The Secretary read from the *Government Gazette* of Friday, 21 September, 1894, the notification of the appointment of the Committee, and reported that he had received from all the members of the Committee the declaration necessary, under the sixth clause of the Public Works Act of 1888, to be made by members prior to their entering upon the duties of their office, or sitting at any meeting of the Committee.

The Committee proceeded to elect a Chairman and a Vice-Chairman.

Mr. Gormly moved,—"That Varney Parkes, Esq., be appointed Chairman of the Committee."

Mr. Hayes seconded the motion.

Mr. Davies moved, as an amendment,—"That Charles Alfred Lee, Esq., be appointed Chairman of the Committee."

Mr. Hoskins seconded the amendment.

The amendment was negatived on the following division:—

Ayes, 4.	Noes, 7.
Mr. Trickett,	Mr. Humphery,
Mr. Hoskins,	Mr. Roberts,
Mr. Davies,	Mr. Ewing,
Mr. Molesworth.	Mr. Hayes,
	Mr. Levien,
	Mr. Chanter,
	Mr. Gormly.

The motion was passed on the following division:—

Ayes, 7.	Noes, 4.
Mr. Humphery,	Mr. Trickett,
Mr. Roberts,	Mr. Hoskins,
Mr. Ewing,	Mr. Davies,
Mr. Hayes,	Mr. Molesworth.
Mr. Levien,	
Mr. Chanter,	
Mr. Gormly.	

Mr. Davies moved,—"That the Honorable Frederick Thomas Humphery be appointed Vice-Chairman of the Committee."

The motion was seconded by Mr. Ewing, and passed.

The Chairman informed the Committee that at the time of the dissolution of the late Parliament the previous Committee were engaged in an inquiry into the proposed Removal of Pyrmont and Glebe Island Bridges, that the evidence in the inquiry was closed, and a decision upon the proposal arrived at, but that a Report was not prepared; and that, if the Legislative Assembly should refer this work to the present Committee, it would be necessary to consider the course to be taken in regard to it.

It was decided that, in the event of the work being referred to the Committee, the Chairman should convene a meeting for its consideration.

The Committee adjourned at 35 minutes past 2 o'clock p.m.

TUESDAY,

TUESDAY, 2 *OCTOBER*, 1894.

The Committee met at 2 p.m.

MEMBERS PRESENT:—

Varney Parkes, Esq., Chairman.

The Hon. Frederick Thomas Humphery,
The Hon. William Joseph Trickett,
The Hon. James Hoskins,
The Hon. John Davies, C.M.G.,
The Hon. Charles James Roberts, C.M.G.,
Thomas Thomson Ewing, Esq.,
James Hayes, Esq.,
John Moore Chanter, Esq.,
Charles Alfred Lee, Esq.,
James Gormly, Esq.,

Edmund William Molesworth, Esq.

The minutes of the previous meeting were read, and confirmed.

The Secretary read the following correspondence:—

Letter from the Clerk of the Legislative Assembly informing the Committee of the passing of a resolution by the Legislative Assembly referring to the Committee for consideration and report "the expediency of removing the present Pyrmont and Glebe Island Bridges; the construction in lieu thereof of certain other means of communication between Sydney, Pyrmont, Balmain and the Northern Suburbs; and the carrying out of incidental works in connection therewith."

The correspondence was received.

The Chairman drew the attention of the Committee to the necessity for changing their hour of meeting, consequent upon the alteration in the hour at which the Legislative Assembly met.

Mr. Molesworth moved,—"That in future, unless otherwise ordered, the Committee meet at half-past one o'clock p.m."

The motion was seconded by Mr. Davies, and passed.

The Committee considered the proposed Removal of Pyrmont and Glebe Island Bridges, and the manner in which their inquiry with reference to the proposed work should be carried out.

The Committee adjourned at 24 minutes past 3, until half-past 1 o'clock p.m. on Wednesday, the following day.

WEDNESDAY, 3 *OCTOBER*, 1894.

The Committee met at 1·30 p.m.

MEMBERS PRESENT:—

Varney Parkes, Esq., Chairman.

The Hon. Frederick Thomas Humphery,
The Hon. William Joseph Trickett,
The Hon. James Hoskins,
The Hon. John Davies, C.M.G.,
The Hon. Charles James Roberts, C.M.G.,
Thomas Thomson Ewing, Esq.,
James Hayes, Esq.,
John Moore Chanter, Esq.,
Charles Alfred Lee, Esq.,
James Gormly, Esq.,

Edmund William Molesworth, Esq.

The minutes of the previous meeting were read, and confirmed.

The Committee further considered the proposed Removal of the Pyrmont and Glebe Island Bridges.

Percy Allan, Esq., Chief Draftsman, Department of Roads and Bridges, was sworn, and examined.

The Committee adjourned at half-past 3, until half-past 1 o'clock p.m. on Thursday, the following day.

THURSDAY, 4 *OCTOBER*, 1894.

The Committee met at 1·30 p.m.

MEMBERS PRESENT:—

Varney Parkes, Esq., Chairman.

The Hon. William Joseph Trickett,
The Hon. John Davies, C.M.G.,
The Hon. Charles James Roberts, C.M.G.,
Thomas Thomson Ewing, Esq.,
James Hayes, Esq.,
John Moore Chanter, Esq.,
Charles Alfred Lee, Esq.,
James Gormly, Esq.,

Edmund William Molesworth, Esq.

The minutes of the previous meeting were read, and confirmed.

Accompanied by Mr. Percy Allan, Chief Draftsman, Roads and Bridges Branch, Department of Public Works, the Committee then proceeded by vehicle to Darling Harbour and Glebe Island on a visit of inspection, with reference to the proposed Removal of the Pyrmont and Glebe Island Bridges, in order that the members of the Committee, new to the proposal, should be made acquainted with the details of the Departmental and other schemes, as they would be understood from a visit by land to the existing bridges, and a personal examination of the localities affected by the several schemes.

FRIDAY, 5 *OCTOBER*, 1894.

The Committee met at 1 p.m.

MEMBERS PRESENT:—

Varney Parkes, Esq., Chairman.

The Hon. William Joseph Trickett,
The Hon. John Davies, C.M.G.,
The Hon. Charles James Roberts, C.M.G.,
Thomas Thomson Ewing, Esq.,
James Hayes, Esq.,
John Moore Chanter, Esq.,
Charles Alfred Lee, Esq.,
James Gormly, Esq.,

Edmund William Molesworth, Esq.

The minutes of the previous meeting were read, and confirmed.

The Committee, accompanied by Mr. Percy Allan, Chief Draftsman, Roads and Bridges Branch, Department of Public Works, then proceeded by steam launch to Glebe Island and Darling Harbour on

a visit of inspection from the water, with reference to the proposed Removal of the Pyrmont and Glebe Island Bridges. A minute examination was made of the Glebe Island Bridge, and at Darling Harbour the Committee visited the various wharf properties affected by the proposed schemes for the removal and reconstruction of the Pyrmont Bridge, and further acquainted themselves with the details of the modified scheme submitted by the Department of Roads and Bridges.

TUESDAY, 9 *OCTOBER*, 1894.

The Committee met at 1·30 p.m.

MEMBERS PRESENT:—

Varney Parkes, Esq., Chairman.

The Hon. Frederick Thomas Humphery,	James Hayes, Esq.,
The Hon. William Joseph Trickett,	Robert Henry Levien, Esq.,
The Hon. James Hoskins,	John Moore Chanter, Esq.,
The Hon. John Davies, C.M.G.,	Charles Alfred Lee, Esq.,
The Hon. Charles James Roberts, C.M.G.,	James Gormly, Esq.,
Thomas Thomson Ewing, Esq.,	Edmund William Molesworth, Esq.

The minutes of the previous meeting were read, and confirmed.

The Secretary read the following correspondence:—

Letter from Mr. Oswald McMaster, asking to be allowed to again submit to the Committee his scheme with reference to the proposed Removal of the Pyrmont and Glebe Island Bridges.

Minute paper from Mr. T. F. Waller, Land Valuer, Department of Public Works, to the Under-Secretary for Public Works, and forwarded to the Committee for their information, explaining a reduction in his estimate of the value of land likely to be resumed in connection with the proposed Removal of the Pyrmont and Glebe Island Bridges.

The correspondence was received.

Mr. Hayes moved,—"That the Committe decline to reconsider the scheme of Mr. McMaster."

The motion was seconded by Mr. Molesworth, and passed.

The following account was passed for payment:—E. M. Davis: Hire of vehicle to convey the Committee on a visit of inspection with reference to the proposed Removal of the Pyrmont and Glebe Island Bridges, £3.

The Committee further considered the proposed Removal of the Pyrmont and Glebe Island Bridges.

John See, Esq., M.P., and Thomas Buckland, Esq., were sworn, and examined.

Mr. T. F. Waller, Land Valuer, Department of Public Works, was called before the Committee to explain his minute paper with reference to the value of land likely to be resumed in connection with the proposed Removal of the Pyrmont and Glebe Island Bridges.

The Committee adjourned at 20 minutes past 3 until half-past 1 o'clock p.m. on Wednesday, the following day.

WEDNESDAY, 10 *OCTOBER*, 1894.

The Committee met at 1·30 p.m.

MEMBERS PRESENT:—

Varney Parkes, Esq., Chairman.

The Hon. Frederick Thomas Humphery,	James Hayes, Esq.,
The Hon. William Joseph Trickett,	Robert Henry Levien, Esq.,
The Hon. James Hoskins,	John Moore Chanter, Esq.,
The Hon. John Davies, C.M.G.,	Charles Alfred Lee, Esq.,
The Hon. Charles James Roberts, C.M.G.,	James Gormly, Esq.,
Thomas Thomson Ewing, Esq.,	Edmund William Molesworth, Esq.

The minutes of the previous meeting were read, and confirmed.

The Committee further considered the proposed Removal of the Pyrmont and Glebe Island Bridges.

Robert R. P. Hickson, Esq., Commissioner and Engineer-in-Chief for Roads and Bridges and Sewerage, was sworn, and examined.

The Committee adjourned at half-past 3, until half-past 1 o'clock p.m. on Thursday, the following day.

THURSDAY, 11 *OCTOBER*, 1894.

The Committee met at 1·30 p.m.

MEMBERS PRESENT:—

Varney Parkes, Esq., Chairman.

The Hon. Frederick Thomas Humphery,	James Hayes, Esq.,
The Hon. William Joseph Trickett,	Robert Henry Levien, Esq.,
The Hon. James Hoskins,	John Moore Chanter, Esq.,
The Hon. John Davies, C.M.G.,	Charles Alfred Lee, Esq.,
The Hon. Charles James Roberts, C.M.G.,	James Gormly, Esq.,
Thomas Thomson Ewing, Esq.,	Edmund William Molesworth, Esq.

The minutes of the previous meeting were read, and confirmed.

The Secretary read the following correspondence:—

Letter from Mr. S. Pollitzer, C.E., requesting to be again examined before the Committee with reference to the proposed Removal of the Pyrmont and Glebe Island Bridges.

The correspondence was received.

Mr. Ewing moved,—"That the Committee do not require any further evidence or information from Mr. Pollitzer, and that he be informed to that effect."

The motion was seconded by Mr. Hoskins, and passed.

The Committee further considered the proposed Removal of the Pyrmont and Glebe Island Bridges.

Robert R. P. Hickson, Esq., Commissioner and Engineer-in-Chief for Roads and Bridges and Sewerage, was sworn, and further examined.

Thomas Francis Waller, Esq., Land Valuer, Department of Public Works, was sworn, and examined.

The Committee adjourned at half-past 3, until half-past 1 o'clock p.m. on Friday, the following day.

FRIDAY, 12 *OCTOBER*, 1894.

The Committee met at 1·30 p.m.

MEMBERS PRESENT:—

Varney Parkes, Esq., Chairman.

The Hon. Frederick Thomas Humphery,	James Hayes, Esq.,
The Hon. William Joseph Trickett,	Robert Henry Levien, Esq.,
The Hon. James Hoskins,	John Moore Chanter, Esq.,
The Hon. John Davies, C.M.G.,	Charles Alfred Lee, Esq.,
The Hon. Charles James Roberts, C.M.G.	James Gormly, Esq.,
Thomas Thomson Ewing, Esq.,	Edmund William Molesworth, Esq.

The minutes of the previous meeting were read, and confirmed.

The Committee further considered the proposed Removal of the Pyrmont and Glebe Island Bridges.

Thomas Francis Waller, Esq., Land Valuer, Department of Public Works, was sworn, and further examined.

The Committee, accompanied by Mr. Percy Allan, Chief Draftsman, Roads and Bridges Branch, Department of Public Works, then proceeded by steam launch to Darling Harbour, on a further visit of inspection with reference to the proposed Removal of the Pyrmont and Glebe Island Bridges.

TUESDAY, 16 *OCTOBER*, 1894.

The Committee met at 1·30 p.m.

MEMBERS PRESENT:—

Varney Parkes, Esq., Chairman.

The Hon. Frederick Thomas Humphery,	James Hayes, Esq.,
The Hon. William Joseph Trickett,	Robert Henry Levien, Esq.,
The Hon. James Hoskins,	John Moore Chanter, Esq.,
The Hon. John Davies, C.M.G.,	Charles Alfred Lee, Esq.,
The Hon. Charles James Roberts, C.M.G.,	James Gormly, Esq.,
Thomas Thomson Ewing, Esq.,	Edmund William Molesworth, Esq.

The minutes of the previous meeting were read, and confirmed.

The Secretary read the following correspondence:—

Statement from Mr. T. F. Waller, Land Valuer, Department of Public Works, giving an estimate of the cost of land which it may be necessary to resume at Darling Harbour in connection with the proposed Removal of the Pyrmont and Glebe Island Bridges.

The correspondence was received.

The Committee further considered the proposed Removal of the Pyrmont and Glebe Island Bridges.

Norman Selfe, Esq., M.I.C.E., M.I.M.E., was sworn, and examined.

The Committee adjourned at 35 minutes past 3, until half-past 1 o'clock p.m. on Wednesday, the following day.

WEDNESDAY, 17 *OCTOBER*, 1894.

The Committee met at 1·30 p.m.

MEMBERS PRESENT:—

Varney Parkes, Esq., Chairman.

The Hon. Frederick Thomas Humphery,	James Hayes, Esq.,
The Hon. William Joseph Trickett,	Robert Henry Levien, Esq.,
The Hon. James Hoskins,	John Moore Chanter, Esq.,
The Hon. John Davies, C.M.G.,	Charles Alfred Lee, Esq.,
The Hon. Charles James Roberts, C.M.G.,	James Gormly, Esq.,
Thomas Thomson Ewing, Esq.,	Edmund William Molesworth, Esq.

The minutes of the previous meeting were read, and confirmed.

The Committee further considered the proposed Removal of the Pyrmont and Glebe Island Bridges.

Norman Selfe, Esq., M.I.C.E., M.I.M.E., was sworn, and further examined.

The Committee adjourned at half past 3, until half past 1 o'clock p.m. on Thursday, the following day.

THURSDAY, 18 *OCTOBER*, 1894.

The Committee met at 1·30 p.m.

MEMBERS PRESENT:—

Varney Parkes, Esq., Chairman.

The Hon. Frederick Thomas Humphery,	James Hayes, Esq.,
The Hon. William Joseph Trickett,	Robert Henry Levien, Esq.,
The Hon. James Hoskins,	John Moore Chanter, Esq.,
The Hon. John Davies, C.M.G.,	Charles Alfred Lee, Esq.,
The Hon. Charles James Roberts, C.M.G.,	James Gormly, Esq.,
Thomas Thomson Ewing, Esq.,	Edmund William Molesworth, Esq.

The minutes of the previous meeting were read, and confirmed.

The Committee further considered the proposed Removal of the Pyrmont and Glebe Island Bridges.

John Sands, Esq., Civil and Mechanical Engineer, was sworn, and examined. The

The Committee adjourned at 25 minutes past 3, until half past 1 o'clock p.m. on Friday, the following day.

FRIDAY, 19 *OCTOBER*, 1894.

The Committee met at 1·30 p.m.

MEMBERS PRESENT:—

Varney Parkes, Esq., Chairman.

The Hon. Frederick Thomas Humphery,	James Hayes, Esq.,
The Hon. William Joseph Trickett,	John Moore Chanter, Esq.,
The Hon. James Hoskins,	Charles Alfred Lee, Esq.,
The Hon. John Davies, C.M.G.,	James Gormly, Esq.,
The Hon. Charles James Roberts, C.M.G.,	Edmund William Molesworth, Esq.

The minutes of the previous meeting were read, and confirmed.

The Committee further considered the proposed Removal of the Pyrmont and Glebe Island Bridges.

William Theodore Foxlee, Esq., Engineer-in-Chief for Existing Lines, Department of Railways, was sworn, and examined.

Thomas Francis Waller, Esq., Land Valuer, Department of Public Works, was sworn, and further examined.

The Committee adjourned at 4 o'clock, until half past 1 o'clock p.m. on Tuesday, 23rd October.

TUESDAY, 23 *OCTOBER* 1894.

The Committee met at 1·30 p.m.

MEMBERS PRESENT:—

Varney Parkes, Esq., Chairman.

The Hon. Frederick Thomas Humphery,	James Hayes, Esq.,
The Hon. William Joseph Trickett,	Robert Henry Levien, Esq.,
The Hon. James Hoskins,	John Moore Chanter, Esq.,
The Hon. John Davies, C.M.G.,	Charles Alfred Lee, Esq.,
The Hon. Charles James Roberts, C.M.G.,	James Gormly, Esq.,
Thomas Thomson Ewing, Esq.	Edmund William Molesworth, Esq.

The minutes of the previous meeting were read, and confirmed.

The Secretary read the following correspondence:—

Letter from Mr. John Sands, with estimate for proposed bridge at Darling Harbour.

The correspondence was received, and the Committee decided to append the estimate to the evidence given by Mr. Sands with reference to the proposed Removal of the Pyrmont and Glebe Island Bridges.

The Committee further considered the proposed Removal of the Pyrmont and Glebe Island Bridges.

Harry Wood Kerle, Esq., civil and mechanical engineer, was sworn, and examined.

The Committee adjourned at 20 minutes past 3, until half-past 1 o'clock p.m., on Wednesday, the following day.

WEDNESDAY, 24 *OCTOBER*, 1894.

The Committee met at 1·30 p.m.

MEMBERS PRESENT:—

Varney Parkes, Esq., Chairman.

The Hon. Frederick Thomas Humphery,	James Hayes, Esq.,
The Hon. William Joseph Trickett,	Robert Henry Levien, Esq.,
The Hon. James Hoskins,	John Moore Chanter, Esq.,
The Hon. John Davies, C.M.G.,	Charles Alfred Lee, Esq.,
The Hon. Charles James Roberts, C.M.G.,	James Gormly, Esq.,
Thomas Thomson Ewing, Esq.,	Edmund William Molesworth, Esq.

The minutes of the previous meeting were read, and confirmed.

The Committee further considered the proposed Removal of the Pyrmont and Glebe Island Bridges.

John Haydon Cardew, Esq., A.M.I.C.E., was sworn, and examined.

Thomas Francis Waller, Esq., Land Valuer, Department of Public Works, was sworn, and further examined.

The Committee adjourned at 20 minutes to 4, until half-past 1 o'clock p.m. on Thursday, the following day.

THURSDAY, 25 *OCTOBER*, 1894.

The Committee met at at 1·30 p.m.

MEMBERS PRESENT:—

Varney Parkes, Esq., Chairman.

The Hon. Frederick Thomas Humphery,	James Hayes, Esq.,
The Hon. William Joseph Trickett,	Robert Henry Levien, Esq.,
The Hon. James Hoskins,	John Moore Chanter, Esq.,
The Hon. John Davies, C.M.G.,	Charles Alfred Lee, Esq.,
The Hon. Charles James Roberts, C.M.G.,	James Gormly, Esq.,
Thomas Thomson Ewing, Esq.,	Edmund William Molesworth, Esq.

The minutes of the previous meeting were read, and confirmed.

The Committee further considered the proposed Removal of the Pyrmont and Glebe Island Bridges.

Thomas

Thomas Francis Waller, Esq., Land Valuer, Department of Public Works, was sworn, and further examined.

The Committee then discussed the value of the evidence given in the inquiry.

The Chairman drew the attention of the Committee to Mr. H. V. O'Meagher having acted on the Committee's staff in the place of the Secretary, during his absence with the Hon. F. B. Sutter, at the Colonial Conference at Ottawa, Canada, and asked for an expression of opinion whether Mr. O'Meagher should receive a bonus for the extra duties he performed during that time.

Mr. Trickett moved,—"That Mr. O'Meagher be allowed £25 as a bonus for acting on behalf of the Secretary during his absence."

The motion was seconded by Mr. Davies, and passed.

The Committee adjourned at 5 minutes to 4 until half-past 1 o'clock p.m., on Tuesday, 30th October.

TUESDAY, 30 *OCTOBER*, 1894.

The Committee met at 1·30 p.m.

MEMBERS PRESENT:—

Varney Parkes, Esq., Chairman.

The Hon. Frederick Thomas Humphery,	James Hayes, Esq.,
The Hon. William Joseph Trickett,	Robert Henry Levien, Esq.,
The Hon. James Hoskins,	John Moore Chanter, Esq.,
The Hon. John Davies, C.M.G.,	Charles Alfred Lee, Esq.,
The Hon. Charles James Roberts, C.M.G.,	James Gormly, Esq.,
Thomas Thomson Ewing, Esq.,	Edmund William Molesworth, Esq.

The minutes of the previous meeting were read, and confirmed.

The Secretary read the following correspondence:—

Letter from Messrs. Kerle and Kerle, with tracing of a bridge across Darling Harbour, as proposed by Mr. H. W. Kerle in his evidence before the Committee with reference to the proposed Removal of the Pyrmont and Glebe Island Bridges.

The correspondence was received.

The Committee deliberated on the evidence given in their inquiry with reference to the proposed Removal of the Pyrmont and Glebe Island Bridges.

Mr. Ewing moved,—"That Mr. Hickson be re-called—

(1.) To explain the apparently excessive cost of the Departmental Bridge.

(2.) To express an opinion with regard to the estimated cost of other proposed structures.

(3.) To submit to the Committee the estimated cost of a composite bridge, iron and wood."

Mr. Hayes seconded the motion.

Section 1 of the motion was passed.

Section 2 was passed, on the following division:—

Ayes, 8.	Noes, 5.
Mr. Humphery,	Mr. Parkes,
Mr. Trickett,	Mr. Hoskins,
Mr. Ewing,	Mr. Davies,
Mr. Hayes,	Mr. Roberts,
Mr. Chanter,	Mr. Levien.
Mr. Lee,	
Mr. Gormly,	
Mr. Molesworth.	

Section 3 was passed, on the following division:—

Ayes, 9.	Noes, 3.
Mr. Humphery,	Mr. Parkes,
Mr. Trickett,	Mr. Hoskins,
Mr. Davies,	Mr. Lee.
Mr. Roberts,	
Mr. Ewing,	
Mr. Hayes,	
Mr. Chanter,	
Mr. Gormly,	
Mr. Molesworth.	

The Committee adjourned at 20 minutes past 3, until half-past 1 o'clock p.m. on Thursday, 1st November.

THURSDAY, 1 *NOVEMBER*, 1894.

The Committee met at 1·30 p.m.

MEMBERS PRESENT:—

Varney Parkes, Esq., Chairman.

The Hon. Frederick Thomas Humphery,	James Hayes, Esq.,
The Hon. William Joseph Trickett,	Robert Henry Levien, Esq.,
The Hon. James Hoskins,	John Moore Chanter, Esq.,
The Hon. John Davies, C.M.G.,	Charles Alfred Lee, Esq.,
The Hon. Charles James Roberts, C.M.G.,	James Gormly, Esq.,
Thomas Thomson Ewing, Esq.,	Edmund William Molesworth, Esq.

The minutes of the previous meeting were read, and confirmed.

The Secretary read the following correspondence:—

Letter from Mr. Norman Selfe, with reference to his evidence before the Committee on the subject of the proposed removal of the Pyrmont and Glebe Island Bridges.

The correspondence was received.

The

The Committee further considered the proposed Removal of the Pyrmont and Glebe Island Bridges.

Robert R. P. Hickson, Esq., Commissioner and Engineer-in-Chief for Roads and Bridges and Sewerage, was sworn, and further examined.

Mr. Lee gave notice that he would move at the next meeting of the Committee,—"That the Committee proceed to consider the evidence upon the proposed Removal of Pyrmont and Glebe Island Bridges and the construction in lieu thereof of other means of communication, with a view to reporting on the subject to the Legislative Assembly."

Mr. Lee gave notice that he would move at the next meeting of the Committee,—

"(1.) That the Committee consider it is expedient that the present Pyrmont Bridge be replaced by an iron and steel bridge, with swing span of not less than 55-ft. openings; roadway 40 ft., with two pathways of 7 ft. 6 in. each; headway not less than 25 ft. above high-water; site, at or near and on the south side of the present bridge, at an angle that will avoid interfering with the railway goods-shed at Pyrmont, and the resumption of any land beyond the north side of the right-of-way from Sussex-street to Corporation, Baltic, and Albion Wharfs; the cost of such bridge not to exceed £115,000.

(2.) That no tender for the erection of the foregoing be accepted until the value of the land to be resumed has been finally determined.

(3.) That it is not expedient that the Glebe Island Bridge be replaced at present by a new structure."

The Committee adjourned at 28 minutes past 3, until half-past 1 o'clock p.m. on Tuesday, 6th November.

TUESDAY, 6 NOVEMBER, 1894.

The Committee met at 1·30 p.m.

MEMBERS PRESENT:—

Varney Parkes, Esq., Chairman.

The Hon. Frederick Thomas Humphery,	James Hayes, Esq.,
The Hon. William Joseph Trickett,	Robert Henry Levien, Esq.,
The Hon. James Hoskins,	John Moore Chanter, Esq.,
The Hon. John Davies, C.M.G.,	Charles Alfred Lee, Esq.
The Hon. Charles James Roberts, C.M.G.,	James Gormly, Esq.,
Thomas Thomson Ewing, Esq.,	Edmund William Molesworth, Esq.

The minutes of the previous meeting were read, and confirmed.

The Secretary read the following correspondence:—

Letter and plan from Mr. Norman Selfe with reference to his proposal for a bridge across Darling Harbour in relation to the proposed Removal of the Pyrmont and Glebe Island Bridges.

The correspondence was received.

The Committee further considered the proposed Removal of the Pyrmont and Glebe Island Bridges.

Robert R. P. Hickson, Esq., Commissioner and Engineer-in-Chief for Roads and Bridges and Sewerage, was sworn, and further examined.

Mr. Lee's notices of motions for the consideration of the evidence, and arriving at a decision, with reference to the proposed Removal of the Pyrmont and Glebe Island Bridges, were postponed until the next meeting of the Committee.

The Committee adjourned at a quarter to 4, until half-past 1 o'clock p.m. on Wednesday, the following day.

WEDNESDAY, 7 NOVEMBER, 1894.

The Committee met at 1·30 p.m.

MEMBERS PRESENT:—

Varney Parkes, Esq., Chairman.

The Hon. Frederick Thomas Humphery,	James Hayes, Esq.,
The Hon. William Joseph Trickett,	Robert Henry Levien, Esq.,
The Hon. James Hoskins,	John Moore Chanter, Esq.,
The Hon. John Davies, C.M.G.,	Charles Alfred Lee, Esq.,
The Hon. Charles James Roberts, C.M.G.,	James Gormly, Esq.,
Thomas Thomson Ewing, Esq.,	Edmund William Molesworth, Esq.

The minutes of the previous meeting were read, and confirmed.

Mr. Lee moved,—"That the Committee proceed to consider the evidence upon the proposed Removal of Pyrmont and Glebe Island Bridges and the construction in lieu thereof of other means of communication with a view to reporting on the subject to the Legislative Assembly."

The motion was seconded by Mr. Davies, and passed.

Mr. Lee moved,—

(1.) "That the Committee consider it is expedient that the present Pyrmont Bridge be replaced by an iron and steel bridge, with swing span of not less than 55-feet openings; roadway 40 feet, with two pathways of 7 ft. 6 in. each; headway not less than 25 feet above high water; site, at or near and on the south side of the present bridge, at an angle that will avoid seriously interfering with the railway goods-shed at Pyrmont, and the resumption of any land further south than the north side of the right-of-way from Sussex-street to Corporation, Baltic, and Albion Wharfs; the cost of such bridge not to exceed £115,000.

(2.) "That no tender for the erection of the foregoing be accepted until the value of the land to be resumed has been finally determined.

(3.) "That it is not expedient that the Glebe Island Bridge be replaced at present by a new structure."

Mr. Molesworth seconded the motion *pro forma*.

Mr. Humphery moved,—"That the motion be amended by the omission of the words 'an iron and steel' from before the word 'bridge,' and the insertion in their place of the words 'a timber.'"

The

The amendment was passed on the following division:—

Ayes, 9.	Noes, 4.
Mr. Humphery,	Mr. Parkes,
Mr. Trickett,	Mr. Levien,
Mr. Hoskins,	Mr. Lee,
Mr. Davies,	Mr. Molesworth.
Mr. Roberts,	
Mr. Ewing,	
Mr. Hayes,	
Mr. Chanter,	
Mr. Gormly.	

Mr. Humphery moved,—"That the motion be further amended by the insertion of the words 'a steel' before the words 'swing span.'"

The amendment was passed on the following division:—

Ayes, 10.	Noes, 3.
Mr. Humphery,	Mr. Parkes,
Mr. Trickett,	Mr. Levien,
Mr. Hoskins,	Mr. Lee.
Mr. Davies,	
Mr. Roberts,	
Mr. Ewing,	
Mr. Hayes,	
Mr. Chanter,	
Mr. Gormly,	
Mr. Molesworth.	

Mr. Humphery moved,—"That the motion be further amended by the insertion after the word 'span' of the words 'providing not less than 60-feet openings,' in place of the words 'of not less than 55-feet openings.'"

The amendment was passed.

Mr. Humphery moved,—"That the motion be further amended by the omission of the figures '£115,000,' and the insertion in their place of the figures '£82,500.'"

The amendment was passed.

Section 1 of the motion as amended was passed on the following division:—

Ayes, 8.	Noes, 4.
Mr. Humphery,	Mr. Parkes,
Mr. Trickett,	Mr. Levien,
Mr. Davies,	Mr. Lee,
Mr. Roberts,	Mr. Molesworth.
Mr. Ewing,	
Mr. Hayes,	
Mr. Chanter,	
Mr. Gormly.	

Section 2 of the motion was passed.

Section 3 of the motion was passed on the following division:—

Ayes, 11.	Noes, 2.
Mr. Humphery,	Mr. Parkes,
Mr. Trickett,	Mr. Levien.
Mr. Hoskins,	
Mr. Davies,	
Mr. Roberts,	
Mr. Ewing,	
Mr. Hayes,	
Mr. Chanter,	
Mr. Lee,	
Mr. Gormly,	
Mr. Molesworth.	

The motion as amended was passed on the following division:—

Ayes, 9.	Noes, 4.
Mr. Humphery,	Mr. Parkes,
Mr. Trickett,	Mr. Levien,
Mr. Hoskins,	Mr. Lee,
Mr. Davies,	Mr. Molesworth.
Mr. Roberts,	
Mr. Ewing,	
Mr. Hayes,	
Mr. Chanter,	
Mr. Gormly.	

The Committee adjourned at 3 minutes past 4, until half-past 1 o'clock p.m. on Tuesday, 13th November.

TUESDAY, 13 *NOVEMBER*, 1894.

The Committee met at 1·30 p.m.

MEMBERS PRESENT:

Varney Parkes, Esq., Chairman.

The Hon. Frederick Thomas Humphery,	Thomas Thomson Ewing, Esq.,
The Hon. William Joseph Trickett,	James Hayes, Esq.,
The Hon. James Hoskins,	John Moore Chanter, Esq.,
The Hon. John Davies, C.M.G.,	Charles Alfred Lee, Esq.,
The Hon. Charles James Roberts, C.M.G.,	James Gormly, Esq.,

Edmund William Molesworth, Esq.

The minutes of the previous meeting were read, and confirmed.

The

The Secretary read the following correspondence :—

Memorandum from Mr. T. F. Waller, Land Valuer, Department of Public Works, with reference to his evidence before the Committee in their inquiry respecting the proposed Removal of the Pyrmont and Glebe Island Bridges.

Letter from Mr. Robert R. P. Hickson, Commissioner and Engineer-in-Chief for Roads and Bridges and Sewerage, forwarding for the information of the Committee a copy of correspondence between himself and Mr. Norman Selfe with reference to a statement respecting an estimate given by Mr. Norman Selfe for a bridge at William Henry-street, Darling Harbour, made by Mr. Hickson in his evidence before the Committee in their inquiry concerning the proposed Removal of the Pyrmont and Glebe Island Bridges, and asking that the statement might be omitted from his evidence.

The memorandum from Mr. T. F. Waller was received.

Mr. Davies moved,—"That the correspondence forwarded by Mr. Hickson be received, but not printed."

The motion was seconded by Mr. Humphery, and passed.

The consideration of the Report of the Committee to the Legislative Assembly on the proposed Removal of the Pyrmont and Glebe Island Bridges was postponed, and the Chairman, with consent, addressed the Committee on the subject of the wooden or composite bridge, which the Committee, by resolution at their previous meeting, decided to recommend for construction.

Mr. Davies moved,—"That the inquiry upon Pyrmont Bridge be re-opened, for the purpose of re-taking evidence, in consequence of certain statements made by the Chairman concerning the proposed wooden structure."

The motion was seconded by Mr. Hayes, and passed.

The Committee adjourned at 10 minutes past 3, until half-past 1 o'clock p.m. on Wednesday, the following day.

WEDNESDAY, 14 *NOVEMBER*, 1894.

The Committee met at 1·30 p.m.

MEMBERS PRESENT :—

Varney Parkes, Esq., Chairman.

The Hon. Frederick Thomas Humphery,	James Hayes, Esq.,
The Hon. William Joseph Trickett,	Robert Henry Levien, Esq.,
The Hon. James Hoskins,	John Moore Chanter, Esq.,
The Hon. John Davies, C.M.G.,	Charles Alfred Lee, Esq.,
The Hon. Charles James Roberts, C.M.G.,	James Gormly, Esq.,
Thomas Thomson Ewing, Esq.,	Edmund William Molesworth, Esq.

The minutes of the previous meeting were read, and confirmed.

The following accounts were submitted for payment :—

	£	s.	d.
Turner and Henderson, engineer's scales and hand-books for the use of the Committee	6	7	0
W. D. White, extra clerical assistance in compiling a summary of the evidence given before the last Committee, with reference to the proposed Removal of the Pyrmont and Glebe Island Bridges	20	0	0
Norman Selfe, fee for services as an expert witness in the Committee's inquiry with reference to the proposed Removal of the Pyrmont and Glebe Island Bridges	21	0	0
Harry Wood Kerle, fee for services as an expert witness in the Committee's inquiry with reference to the proposed Removal of the Pyrmont and Glebe Island Bridges	20	0	0
John Haydon Cardew, fee for services as an expert witness in the Committee's inquiry with reference to the proposed Removal of the Pyrmont and Glebe Island Bridges	23	3	0
John Sands, fee for services as an expert witness in the Committee's inquiry with reference to the proposed Removal of the Pyrmont and Glebe Island Bridges	15	15	0
J. B. Alderson, checking quantities in connection with the Committee's inquiry with reference to the proposed Removal of the Pyrmont and Glebe Island Bridges	7	7	0
W. Thompson, checking quantities in connection with the Committee's inquiry respecting the proposed Removal of the Pyrmont and Glebe Island Bridges...	7	7	0
Total	£120	19	6

Mr. Ewing moved,—"That the accounts as submitted, with the exception of that of W. D. White, be paid."

The motion was seconded by Mr. Lee, and passed.

Mr. Lee moved,—"That Mr. White's account be paid."

Mr. Levien seconded the motion.

Mr. Davies moved, as an amendment,—"That the motion be postponed for the purpose of rescinding the resolution already passed, with reference to compiling a summary of the evidence given before the last Committee in their inquiry respecting the proposed Removal of the Pyrmont and Glebe Island Bridges."

The amendment was seconded by Mr. Chanter, and passed on the following division :—

Ayes, 8.	Noes, 5.
Mr. Parkes,	Mr. Hoskins,
Mr. Humphery,	Mr. Ewing,
Mr. Trickett,	Mr. Levein,
Mr. Davies,	Mr. Lee,
Mr. Roberts,	Mr. Molesworth.
Mr. Hayes,	
Mr. Chanter,	
Mr. Gormly.	

Mr.

Mr. Davies gave notice that he would move at the next meeting of the Committee,—"That the resolution passed by the Committee, with reference to compiling a summary of the evidence given before the last Committee in their inquiry respecting the proposed Removal of the Pyrmont and Glebe Island Bridges, be rescinded."

The Committee further considered the proposed Removal of the Pyrmont and Glebe Island Bridges.

Robert R. P. Hickson, Esq., Commissioner and Engineer-in-Chief for Roads and Bridges and Sewerage, was sworn, and further examined.

Cecil West Darley, Esq., Engineer-in-Chief for Harbours and Rivers, was sworn, and examined.

The Committee adjourned at 11 minutes to 4, until half past 1 o'clock p.m. on Thursday, the following day.

THURSDAY, 15 *NOVEMBER*, 1894.

The Committee met at 1·30 p.m.

MEMBERS PRESENT:—

The Hon. Frederick Thomas Humphery, Vice-Chairman.

The Hon. William Joseph Trickett,	James Hayes, Esq.,
The Hon. James Hoskins,	Robert Henry Levien, Esq.,
The Hon. John Davies, C.M.G.,	John Moore Chanter, Esq.,
The Hon. Charles James Roberts, C.M.G.	Charles Alfred Lee, Esq.,
Thomas Thomson Ewing, Esq.,	James Gormly, Esq.,

Edmund William Molesworth, Esq.

The minutes of the previous meeting were read, and confirmed.

The Secretary read the following correspondence:—

Letter from the Chairman (Varney Parkes, Esq., M.P.), intimating that he had tendered to His Excellency the Governor his resignation as a member of the Committee, and, consequently, had resigned his position as Chairman of the Committee.

The correspondence was received.

Mr. Davies moved,—"That the resolution passed by the Committee with reference to compiling a summary of the evidence given before the last Committee in their inquiry respecting the proposed Removal of the Pyrmont and Glebe Island Bridges, be rescinded."

Mr. Ewing seconded the motion.

Mr. Trickett moved,—"That the motion be amended by the omission of all the words after the word 'the' and the insertion in their place of the words 'summary of evidence given before the last Committee in their inquiry respecting the proposed Removal of the Pyrmont and Glebe Island Bridges be not printed or attached to the Committee's report.'"

The amendment was seconded by Mr. Chanter, and passed.

Mr. Davies moved,—"That the account of Mr. W. D. White, for preparing the summary, be paid."

Mr. Molesworth seconded the motion.

M. Chanter moved,—"That the motion be amended by the omission of all the words after the word 'That,' and the insertion in their place of the words 'the payment of the account of Mr. W. D. White for preparing the summary be deferred until the promised explanation by the Chairman respecting it be given.'"

Mr. Trickett seconded the amendment.

The consideration of the motion and amendment was postponed.

The Committee adjourned at 25 minutes past 3, until 12 o'clock noon on Tuesday, 20th November.

TUESDAY, 20 *NOVEMBER*, 1894.

The Committee met at 12 o'clock noon.

MEMBERS PRESENT:—

The Hon. Frederick Thomas Humphery, Vice-Chairman.

The Hon. William Joseph Trickett,	James Hayes, Esq.,
The Hon. James Hoskins,	Robert Henry Levien, Esq.,
The Hon. John Davies, C.M.G.,	John Moore Chanter, Esq.,
The Hon. Charles James Roberts, C.M.G.,	Charles Alfred Lee, Esq.,
Thomas Thomson Ewing, Esq.,	James Gormly, Esq.,

Edmund William Molesworth, Esq.

The minutes of the previous meeting were read, and confirmed.

The Secretary read the following correspondence:—

Letter from Mr. J. E. F. Coyle, asking for payment for his evidence in the Committee's inquiry with reference to the proposed Removal of the Pyrmont and Glebe Island Bridges.

The correspondence was received.

The Committee proceeded to elect a Chairman in the place of Varney Parkes, Esq., M.P., resigned.

The attention of the Committee was drawn to certain statements which had appeared in the public press from Varney Parkes, Esq., M.P., late Chairman of the Committee, respecting the Committee's inquiry with reference to the proposed Removal of the Pyrmont and Glebe Island Bridges, and the Vice-Chairman and other members addressed the Committee on the subject.

Mr. Hayes moved,—"That Thomas Thomson Ewing, Esq., be Chairman of the Committee."

The motion was seconded by Mr. Roberts, and passed.

Mr. Ewing then took the chair, and thanked the Committee for the honor conferred upon him.

The Committee proceeded to consider their report to the Legislative Assembly on the proposed Removal of the Pyrmont and Glebe Island Bridges.

The preamble and clauses 1 to 9 were passed.

Clause

Clause 10.—Designs for timber bridges submitted to the Committee previous to the present.

Mr. Humphery moved,—"That the clause be amended by omitting from line 5, after the words '26 feet,' the words 'in the centre.'"

The amendment was negatived on the following division:—

Ayes, 5.	Noes, 7.
Mr. Ewing,	Mr. Hoskins,
Mr. Humphery,	Mr. Hayes,
Mr. Trickett,	Mr. Levien,
Mr. Davies,	Mr. Chanter,
Mr. Roberts.	Mr. Lee,
	Mr. Gormly,
	Mr. Molesworth.

The clause was then passed.

Clauses 11 and 12 were passed.

Clause 13, with reference to the decision of the previous Committee in their inquiry, was negatived.

Clause 14.—Modification of the previous Committee's decision,—was passed.

Clause 15, with reference to the evidence in the inquiry, was negatived.

Clause 16.—Evidence given before the Committee previous to the present,—was passed.

Clause 17.—Inquiry by the present Committee,—was postponed.

Clauses 18 to 20 were passed.

The further consideration of the report was postponed until the following day.

The Committee adjourned at 10 minutes to 4, until half past 1 o'clock p.m. on Wednesday, the following day.

WEDNESDAY, 21 *NOVEMBER*, 1894.

The Committee met at 1·30 p.m.

MEMBERS PRESENT:

Thomas Thomson Ewing, Esq., Chairman.

The Hon. Frederick Thomas Humphery,	James Hayes, Esq.,
The Hon. William Joseph Trickett,	Robert Henry Levien, Esq.,
The Hon. James Hoskins,	John Moore Chanter, Esq.,
The Hon. John Davies, C.M.G.	Charles Alfred Lee, Esq.,
The Hon. Charles James Roberts, C.M.G.,	James Gormly, Esq.,

Edmund William Molesworth, Esq.

The minutes of the previous meeting were read, and confirmed.

The Committee further considered their report to the Legislative Assembly on the proposed Removal of the Pyrmont and Glebe Island Bridges.

Postponed Clause 17.—Inquiry by the present Committee,—was passed.

Clause 21.—Inability of Committee to obtain probable cost of land resumptions.

Mr. Chanter moved,—"That the clause be amended by omitting from line 6 the words 'anything like a reliable.'"

The amendment was seconded by Mr. Roberts, and negatived on the following division:—

Ayes, 2.	Noes, 10.
Mr. Roberts,	Mr. Ewing,
Mr. Chanter.	Mr. Humphery,
	Mr. Trickett,
	Mr. Hoskins,
	Mr. Davies,
	Mr. Hayes,
	Mr. Levien,
	Mr. Lee,
	Mr. Gormly,
	Mr. Molesworth.

The clause was passed on the following division:—

Ayes, 10.	Noes, 2.
Mr. Ewing,	Mr. Chanter,
Mr. Humphery,	Mr. Roberts.
Mr. Trickett,	
Mr. Hoskins,	
Mr. Davies,	
Mr. Hayes,	
Mr. Levien,	
Mr. Lee,	
Mr. Gormly,	
Mr. Molesworth.	

Clauses 22 to 25 were passed.

Clause 26.—Saving by the erection of a wooden bridge.

Mr. Trickett moved,—"That the clause be amended by omitting from after the word 'maintenance' to the end of the clause the following:—'On pages 86-87 of the evidence given before the present Committee will be found a statement from the Commissioner and Engineer-in-Chief for Roads and Bridges showing this saving from the timber bridge proposed, on the basis of eight years life for planking, fifteen years for platform, and twenty-five years for the remainder of the timber work; the estimated total cost of the bridge being as submitted to the Committee by the Commissioner—£88,500.

From this statement it will be seen that the annual charge for the bridge would be £7,615, made up as follows:—

	£	s.	d.
Interest on the prime cost at £88,500	3,540	0	0
Working expenses and maintenance	1,680	0	0
Amount to be put by each year so as to meet the cost of taking up and putting down new planking every eight years; also for the taking up of the piles and girders at the end of every twenty-five years and putting in new piles and girders; also for the renewal of platforms	2,395	0	0
Total annual charge	£7,615	0	0

The estimated cost in the first instance for the work that it is thought will have to be renewed at the end of twenty-five years is, the statement goes on to say, £32,300, but on account of having to keep the traffic going and to provide for the removal of the old material, the Commissioner estimates that this work will cost £54,700 to renew, and the amount to be put by each year as a sinking fund (£2,220) would, at 4 per cent. compound interest, provide this amount at the end of twenty-five years. Therefore, he points out, if at the end of twenty-five years, instead of renewing the timber-work it were decided to put in steel side-spans, the original loan of £32,300 for the timber work could be paid off, and there would still be in hand £22,400 with which to remove the timber work, and the surplus go towards the construction of steel side-spans. Further, the Commissioner says, in his statement, the tendency of steel is to come down in price, so that at the end of twenty-five years these side-spans could be erected at a smaller cost than at the present time. Referring to the proposed iron bridge in his modified scheme, starting from Market-street, estimated to cost £220,000, he gives the annual charge as £11,145, and comparing this with the annual charge in connection with the wooden bridge, shows that there would be a saving of £3,530 per annum in favour of the timber bridge, and that if this sum were put away each year to form a sinking fund it would, at the end of twenty-five years, at 4 per cent. compound interest, amount to £147,000, which added to £54,700 would make £201,700. The statement then compares the timber bridge with an iron bridge at a cost of £150,000. If such an iron bridge were erected the cost would represent a saving of £70,000 as compared with the estimated cost of the steel bridge in Scheme No. 3, and £2,800 per annum in the annual charge. This would reduce the annual charge on the iron bridge to £8,345, which, compared with £7,615, the annual charge on the timber bridge, shows, even under such circumstances, a balance of £730 per annum in favour of the timber bridge.' "

The amendment was seconded by Mr. Lee and passed on the following division:—

Ayes, 8.	Noes, 4.
Mr. Humphery,	Mr. Ewing,
Mr. Trickett,	Mr. Davies,
Mr. Hoskins,	Mr. Hayes,
Mr. Roberts,	Mr. Chanter.
Mr. Levien,	
Mr. Lee,	
Mr. Gormly,	
Mr. Molesworth.	

The clause, as amended, was passed.

The remaining clauses of the Report were passed.

The Report was adopted, and the Chairman was authorised to sign it for presentation to the Legislative Assembly.

Mr. Hayes gave notice that he would move at the next meeting of the Committee:—"That the Chairman be requested to write to the Minister for Works, calling his attention to the unsatisfactory evidence given by the Land Valuer of the Department of Public Works, in the Committee's inquiry with reference to the proposed Removal of the Pyrmont and Glebe Island Bridges."

The Committee adjourned at 20 minutes to 4 o'clock p.m.

WEDNESDAY, 19 *DECEMBER*, 1894.

The Committee met at 1·30 p.m.

MEMBERS PRESENT:—

Thomas Thomson Ewing, Esq., Chairman.

The Hon. Frederick Thomas Humphery,	James Hayes, Esq.,
The Hon. William Joseph Trickett,	Robert Henry Levien, Esq.,
The Hon. James Hoskins,	John Moore Chanter, Esq.
The Hon. John Davies, C.M.G.,	Charles Alfred Lee, Esq.,
The Hon. Charles James Roberts, C.M.G.,	James Gormly, Esq.,

Edmund William Molesworth, Esq.

The minutes of the previous meeting were read, and confirmed.

The Secretary read the following correspondence:—

Letter from the Acting Clerk of the Legislative Assembly, informing the Committee of the passing by the Legislative Assembly on the 8th instant, of a resolution referring to the Committee for consideration and report "the expediency of constructing a line of railway from Jerilderie to Berrigan."

Letter with attached statement from the Acting Under Secretary for Lands, respecting the titles of the Municipal Council of Sydney, and Thomas Buckland and the executors of the late John Williams, to land at Darling Harbour referred to in the Committee's inquiry with reference to the proposed Removal of the Pyrmont and Glebe Island Bridges.

Letter from the Government Printer with reference to corrections on proofs of witnesses' evidence.

The correspondence was received.

Mr. Trickett moved—"That the letter from the Acting Under Secretary, Department of Lands, with the attached statement, be forwarded to the Minister for Works for his information in connection with the proposed new bridge to Pyrmont, a copy of the documents being retained by the Committee."

The motion was seconded by Mr. Davies, and passed.

The

The following account was passed for payment:—

Kate Kennelly—office cleaner £6 0 0

The Committee further considered the motion moved by Mr. Davies on 15th November, 1894, with reference to the account of Mr. W. D. White for preparing a summary of the evidence in the Committee's inquiry respecting the proposed Removal of the Pyrmont and Glebe Island Bridges, and the amendment thereon moved by Mr. Chanter.

Mr. Trickett moved,—"That the account of Mr. W. D. White having been paid by order of the late Chairman, and the work ordered without the authority of the Committee, the Committee, while protesting against the expenditure, have no alternative now but to pass the account."

The motion was seconded by Mr. Lee, and passed on the following division:—

Ayes, 6.	Noes, 5.
Mr. Ewing,	Mr. Humphery,
Mr. Trickett,	Mr. Roberts,
Mr. Hoskins,	Mr. Chanter,
Mr. Davies,	Mr. Gormly,
Mr. Hayes,	Mr. Molesworth.
Mr. Lee.	

Mr. Hayes having, with consent, amended his notice of motion, moved,—"That the Chairman be requested to forward to the Minister for Public Works a copy of the evidence and valuations given by the Land Valuer of the Department of Public Works in the Committee's inquiry with reference to the proposed Removal of the Pyrmont and Glebe Island Bridges."

The motion was seconded by Mr. Hoskins, and passed on the following division:—

Ayes, 9.	Noes, 2.
Mr. Ewing,	Mr. Roberts,
Mr. Humphery,	Mr. Chanter.
Mr. Trickett,	
Mr. Hoskins,	
Mr. Davies,	
Mr. Hayes,	
Mr. Lee,	
Mr. Gormly,	
Mr. Molesworth.	

The Committee proceeded to consider the proposed Railway from Jerilderie to Berrigan.

Joseph Barling, Esq., Under Secretary, Department of Public Works, was sworn, and examined.

The Committee adjourned at 34 minutes past 3, until half-past 1 o'clock p.m. on Thursday, the following day.

THURSDAY, 20 *DECEMBER*, 1894.

The Committee met at 1·30 p.m.

MEMBERS PRESENT:—

Thomas Thomson Ewing, Esq., Chairman.

The Hon. Frederick Thomas Humphery,	James Hayes, Esq.,
The Hon. William Joseph Trickett,	Robert Henry Levien, Esq.,
The Hon. James Hoskins,	John Moore Chanter, Esq.,
The Hon. John Davies, C.M.G.,	Charles Alfred Lee, Esq.,
The Hon. Charles James Roberts, C.M.G.,	James Gormly, Esq.,

Edmund William Molesworth, Esq.

The minutes of the previous meeting were read, and confirmed.

The Committee further considered the proposed Railway from Jerilderie to Berrigan.

Thomas Rhodes Firth, Esq., Principal Assisting Engineer, and Acting Engineer-in-Chief, Railway Construction Branch, Department of Public Works, was sworn, and examined.

The Committee deliberated respecting the letter from the Government Printer read at the last meeting, with reference to corrections on proofs of witnesses' evidence, and decided that the present practice with regard to corrections should be adhered to.

The Committee adjourned at 5 minutes to 4, until half-past 1 o'clock p.m. on Friday, the following day.

FRIDAY, 21 *DECEMBER*, 1894.

The Committee met at 1·30 p.m.

MEMBERS PRESENT:—

Thomas Thomson Ewing, Esq., Chairman.

The Hon. Frederick Thomas Humphery,	James Hayes, Esq.,
The Hon. William Joseph Trickett,	Robert Henry Levien, Esq.,
The Hon. James Hoskins,	John Moore Chanter, Esq.,
The Hon. John Davies, C.M.G.,	Charles Alfred Lee, Esq.,
The Hon. Charles James Roberts, C.M.G.,	James Gormly, Esq.,

Edmund William Molesworth, Esq.

The minutes of the previous meeting were read, and confirmed.

The Committee further considered the proposed Railway from Jerilderie to Berrigan.

Charles Ormsby Burge, Esq., Chief Assistant Engineer for Railway Surveys, Railway Construction Branch, Department of Public Works, was sworn, and examined.

The Committee adjourned at 4 o'clock, until half-past 1 o'clock p.m. on Wednesday, 2nd January, 1895.

WEDNESDAY,

WEDNESDAY, 2 *JANUARY*, 1895.

The Committee met at 1·30 p.m.

MEMBERS PRESENT:—

Thomas Thomson Ewing, Esq., Chairman.

The Hon. Frederick Thomas Humphery,	James Hayes, Esq.,
The Hon. William Joseph Trickett,	Robert Henry Levien, Esq.,
The Hon. James Hoskins,	John Moore Chanter, Esq.,
The Hon. John Davies, C.M.G.,	Charles Alfred Lee, Esq.,
The Hon. Charles James Roberts, C.M.G.	James Gormly, Esq.,

Edmund William Molesworth, Esq.

The minutes of the previous meeting were read, and confirmed.

The Secretary read the following correspondence:—

Letter from Mr. C. O. Burge with reference to his evidence in the Committee's inquiry respecting the proposed Railway from Jerilderie to Berrigan.

Letter from Mr. T. R. Firth, Acting Engineer-in-Chief, Railway Construction Branch, Department of Public Works, with an estimate in detail of the cost of the proposed Railway from Jerilderie to Berrigan.

The correspondence was received, and it was decided that the documents should be appended to the evidence given by Mr. Burge and Mr. Firth in the Committee's inquiry, with reference to the proposed Railway from Jerilderie to Berrigan.

The following account was passed for payment:—

Kate Kennelly—office cleaner—month of December, 1894 ... ... £6 0 0

Mr. Davies moved,—"That, unless otherwise ordered, the Committee meet each sitting day at 2 o'clock p.m. instead of at half-past 1 o'clock p.m."

The motion was seconded by Mr. Lee, and passed.

The Committee further considered the proposed Railway from Jerilderie to Berrigan.

Hugh McLachlan, Esq., Secretary to the Railway Commissioners, and Arthur James Stopps, Esq., Acting Chief Draftsman, Department of Lands, were sworn, and examined.

The Committee adjourned at 10 minutes to 4, until 2 o'clock, p.m. on Thursday, the following day.

THURSDAY, 3 *JANUARY*, 1895.

The Committee met at 2 p.m.

MEMBERS PRESENT:—

Thomas Thomson Ewing, Esq., Chairman.

The Hon. Frederick Thomas Humphery,	James Hayes, Esq.,
The Hon. William Joseph Trickett,	Robert Henry Levien, Esq.,
The Hon. James Hoskins,	John Moore Chanter, Esq.,
The Hon. John Davies, C.M.G.,	Charles Alfred Lee, Esq.,
The Hon. Charles James Roberts, C.M.G.,	James Gormly, Esq.,

Edmund William Molesworth, Esq.

The minutes of the previous meeting were read, and confirmed.

The Committee further considered the proposed Railway from Jerilderie to Berrigan.

John Harper, Esq., Goods Superintendent, Department of Railways, was sworn, and examined.

Mr. Trickett gave notice that he would move at the next meeting of the Committee,—"That a Sectional Committee, consisting of Mr. Ewing, Mr. Davies, Mr. Lee, Mr. Roberts, and Mr. Gormly, be appointed to inspect, take evidence, and report with reference to the proposed Railway from Jerilderie to Berrigan."

The Committee adjourned at 20 minutes past 4, until 2 o'clock p.m. on Tuesday, 8th January.

TUESDAY, 8 *JANUARY*, 1895.

The Committee met at 2 p.m.

MEMBERS PRESENT:—

Thomas Thomson Ewing, Esq., Chairman.

The Hon. Frederick Thomas Humphery,	James Hayes, Esq.,
The Hon. William Joseph Trickett,	John Moore Chanter, Esq.,
The Hon. James Hoskins,	Charles Alfred Lee, Esq.,
The Hon. John Davies, C.M.G.,	James Gormly, Esq.,
The Hon. Charles James Roberts, C.M.G.,	Edmund William Molesworth, Esq.

The minutes of the previous meeting were read, and confirmed.

The Secretary read the following correspondence:—

Memorandum from Mr. C. O. Burge, supplying information asked for by the Committee during his examination in the Committee's inquiry with reference to the proposed Railway from Jerilderie to Berrigan.

Letter from Mr. A. J. Stopps, Acting Chief Draftsman, Department of Lands, with a schedule showing tenure of land within certain holdings affected by the proposed Railway from Jerilderie to Berrigan.

Letter from Mr. H. McLachlan, Secretary to the Railway Commissioners, with statement of the estimated and actual earnings of the Railway from Culcairn to Corowa.

Letter from Mr. Thomas C. Gillies, Acting Secretary, Deniliquin and Jerilderie Railway League, to J. M. Chanter, Esq., M.P., requesting that the Sectional Committee appointed in connection with the proposed Railway from Jerilderie to Berrigan, visit Deniliquin and take evidence there with reference to the extension of the Railway to Deniliquin.

The

The correspondence was received.

Mr. Davies moved,—"That Mr. Gillies, Acting Secretary of the Deniliquin and Jerilderie Railway League, be informed that the Parliamentary reference of the proposed Railway under consideration by the Committee, precludes the Committee from complying with his request; that the evidence taken at Deniliquin by a previous Sectional Committee, with reference to the construction of a Railway from Jerilderie to Deniliquin, has been presented to Parliament, and is available to the present Committee; and that any additional evidence relevant to the subject of the present inquiry, can be given before the Sectional Committee at either Jerilderie, Berrigan or Murray Hut."

The motion was seconded by Mr. Hayes, and passed.

Mr. Trickett moved,—"That a Sectional Committee, consisting of Mr. Ewing, Mr. Davies, Mr. Lee, Mr. Roberts, and Mr. Gormly, be appointed to inspect, take evidence, and report with reference to the proposed Railway from Jerilderie to Berrigan."

The motion was seconded by Mr. Chanter, and passed.

The Committee further considered the proposed Railway from Jerilderie to Berrigan.

Henry Deane, Esq., Engineer-in-Chief, Railway Construction Branch, Department of Public Works, was sworn, and examined.

The Committee adjourned at 13 minutes past 4, until 2 o'clock p.m., on Wednesday, the following day.

WEDNESDAY, 9 *JANUARY*, 1895.

The Committee met at 2 p.m.

MEMBERS PRESENT:—

Thomas Thomson Ewing, Esq., Chairman.

The Hon. Frederick Thomas Humphery,	James Hayes, Esq.,
The Hon. William Joseph Trickett,	Robert Henry Levien, Esq.,
The Hon. James Hoskins,	John Moore Chanter, Esq.,
The Hon. John Davies, C.M.G.,	Charles Alfred Lee, Esq.,
The Hon. Charles James Roberts, C.M.G.,	James Gormly, Esq.,

Edmund William Molesworth, Esq.

The minutes of the previous meeting were read, and confirmed.

The Secretary read the following correspondence:—

Minute Paper from Mr. R. R. P. Hickson, Commissioner and Engineer-in-Chief for Roads and Bridges and Sewerage, giving the approximate cost of constructing a road from Jerilderie to Berrigan.

The correspondence was received.

The Committee further considered the proposed Railway from Jerilderie to Berrigan.

Henry Deane, Esq., Engineer-in-Chief, Railway Construction Branch, Department of Public Works, was sworn, and further examined.

The Committee adjourned at 25 minutes past 4, until 2 o'clock p.m. on Thursday, the following day.

THURSDAY, 10 *JANUARY*, 1895.

The Committee met at 2 p.m.

MEMBERS PRESENT:—

Thomas Thomson Ewing, Esq., Chairman.

The Hon. Frederick Thomas Humphery,	James Hayes, Esq.,
The Hon. William Joseph Trickett,	Robert Henry Levien, Esq.,
The Hon. James Hoskins,	John Moore Chanter, Esq.,
The Hon. John Davies, C.M.G.,	Charles Alfred Lee, Esq.,
The Hon. Charles James Roberts, C.M.G.,	James Gormly, Esq.,

Edmund William Molesworth, Esq.

The minutes of the previous meeting were read, and confirmed.

The Committee further considered the proposed Railway from Jerilderie to Berrigan.

Robert R. P. Hickson, Esq., Commissioner and Engineer-in-Chief for Roads and Bridges and Sewerage, and William Alfred Bullard, Esq., late Temporary Surveyor, Railway Construction Branch, Department of Public Works, were sworn, and examined.

The Committee adjourned at 25 minutes past 3 o'clock p.m.

THURSDAY, 24 *JANUARY*, 1895.

The Committee met at 2 p.m.

MEMBERS PRESENT:—

Thomas Thomson Ewing, Esq., Chairman.

The Hon. Frederick Thomas Humphery,	Robert Henry Levien, Esq.,
The Hon. James Hoskins,	John Moore Chanter, Esq.,
The Hon. John Davies, C.M.G.,	Charles Alfred Lee, Esq.,
The Hon. Charles James Roberts, C.M.G.,	James Gormly, Esq.,
James Hayes, Esq.,	Edmund William Molesworth, Esq.

The minutes of the previous meeting were read, and confirmed.

The Secretary read the following correspondence:—

Letter from Mr. W. A. Bullard, asking if he were entitled to a fee in connection with his evidence in the Committee's inquiry with reference to the proposed Railway from Jerilderie to Berrigan.

Letter from Messrs. Peterson and Sargood, Melbourne, with reference to the question of the land required for the proposed Railway from Jerilderie to Berrigan, being given to the Government free of charge.

Letter

Letter from Mr. Clement Van de Velde, C.E., offering to give evidence before the Committee on the subject of narrow-gauge railways.

The correspondence was received.

Mr. Lee moved,—"That Mr. Van de Velde be informed that the subject of narrow-gauge railways is not at present under the consideration of the Committee."

The motion was seconded by Mr. Davies, and passed.

The following accounts were passed for payment:—

	£	s.	d.
Mr. B. Harry Friend—Shorthand writer accompanying the Sectional Committee on the proposed Railway from Jerilderie to Berrigan	20	18	0
Miss W. Besnard—Typewriting manuscript report of evidence given by Mr. T. F. Waller, Land Valuer, Department of Public Works, in the Committee's inquiry with reference to the proposed Removal of the Pyrmont and Glebe Island Bridges	1	19	8
Total	£22	17	8

The Committee further considered the proposed Railway from Jerilderie to Berrigan.

Mr. Ewing, as Chairman of the Sectional Committee, appointed to inspect, take evidence, and report with reference to the proposed Railway from Jerilderie to Berrigan, brought up the Report of the Sectional Committee.

Mr. Davies moved,—"That the Report be received and printed, with the Minutes of Evidence taken before the Sectional Committee."

The motion was seconded by Mr. Roberts, and passed.

The Report was then read by the Secretary, and a deviation of the route of the proposed railway, recommended by the Sectional Committee, was explained to the Committee by the Chairman.

Mr. Davies moved,—"That the Department of Lands be informed that certain roads in the parishes traversed by the route of the proposed Railway from Jerilderie to Berrigan may be required for railway purposes, and that, therefore, no action should be taken to permit of their alienation."

The motion was seconded by Mr. Hayes, and passed.

The Committee adjourned at 20 minutes past 3, until 2 o'clock p.m. on Wednesday, 30th January.

WEDNESDAY, 30 *JANUARY*, 1895.

The Committee met at 2 p.m.

MEMBERS PRESENT:—

Thomas Thomson Ewing, Esq., Chairman.

The Hon. Frederick Thomas Humphery,	Robert Henry Levien, Esq.,
The Hon. James Hoskins,	John Moore Chanter, Esq.,
The Hon. John Davies, C.M.G.,	Charles Alfred Lee, Esq.,
The Hon. Charles James Roberts, C.M.G.,	James Gormly, Esq.,
James Hayes, Esq.,	Edmund William Molesworth, Esq.

The minutes of the previous meeting were read, and confirmed.

The Secretary read the following correspondence:—

Minute Paper from Mr. R. R. P. Hickson, Commissioner and Engineer-in-Chief for Roads and Bridges, and Sewerage, with reference to expenditure on the Jerilderie to Berrigan Road.

Letter from Mr. John Dermott Herlihy, expressing a desire to give evidence before the Committee on the construction of future railways.

The correspondence was received, and it was resolved that Mr. Hickson's minute paper be published as an appendix to his evidence with reference to the proposed Railway from Jerilderie to Berrigan.

Mr. Lee moved,—"That Mr. John Dermott Herlihy be informed that the Committee do not desire his evidence in their present inquiry."

The motion was seconded by Mr. Gormly, and passed.

The Committee further considered the proposed Railway from Jerilderie to Berrigan.

Henry Deane, Esq., Engineer-in-Chief, Railway Construction Branch, Department of Public Works, was sworn, and further examined.

Mr. Davies gave notice that he would move at the next meeting of the Committee,—"That the Committee proceed to consider the evidence on the proposed Railway from Jerilderie to Berrigan, with a view to reporting on the subject to the Legislative Assembly."

The Committee adjourned at 19 minutes past 4, until 2 o'clock p.m. on Thursday, the following day.

THURSDAY, 31 *JANUARY*, 1895.

The Committee met at 2 p.m.

MEMBERS PRESENT:—

Thomas Thomson Ewing, Esq., Chairman.

The Hon. Frederick Thomas Humphery,	Robert Henry Levien, Esq.,
The Hon. James Hoskins,	John Moore Chanter, Esq.,
The Hon. John Davies, C.M.G.,	Charles Alfred Lee, Esq.,
The Hon. Charles James Roberts, C.M.G.,	James Gormly, Esq.,

Edmund William Molesworth, Esq.

The minutes of the previous meeting were read, and confirmed.

The Secretary read the following correspondence:—

Letter from the Secretary to the Railway Commissioners, with reference to giving further evidence in the Committee's inquiry respecting the proposed railway from Jerilderie to Berrigan.

The correspondence was received.

The

The Committee further considered the proposed railway from Jerilderie to Berrigan.

Henry Deane, Esq., Engineer-in-Chief, Railway Construction Branch, Department of Public Works, was sworn, and further examined.

Percy Scarr, Esq., Principal Assistant Engineer, Roads and Bridges Branch, Department of Public Works, and John Kneeshaw, Esq., Acting Secretary to the Railway Commissioners, were sworn, and examined.

The consideration of Mr. Davies' notice of motion for the closing of the evidence was postponed.

The Committee adjourned at 10 minutes past 4 o'clock p.m.

TUESDAY, 26 FEBRUARY, 1895.

The Committee met at 2 p.m.

MEMBERS PRESENT:

Thomas Thomson Ewing, Esq., Chairman.

The Hon. Frederick Thomas Humphery,	Robert Henry Levien, Esq.,
The Hon. James Hoskins,	John Moore Chanter, Esq.,
The Hon. John Davies, C.M.G.,	Charles Alfred Lee, Esq.,
James Hayes, Esq.,	James Gormly, Esq.,

Edmund William Molesworth, Esq.

The minutes of the previous meeting were read, and confirmed.

The Secretary read the following correspondence:—

Letter from Mr. H. Deane, Engineer-in-Chief, Railway Construction Branch, Department of Public Works, forwarding for the information of the Committee an extract from the Report of Mr. Surveyor Jamieson on the subject of ballast along the route of the proposed Railway from Jerilderie to Berrigan.

Letter from Mr. H. Deane, Engineer-in-Chief, Railway Construction Branch, Department of Public Works, forwarding for the information of the Committee a copy of a letter from Mr. F. Rennick, Engineer-in-Chief for Railways, Victoria, with reference to fencing erected on the Benalla to Yarrawonga Railway.

Letter from Mr. F. Rennick, Engineer-in-Chief for Railways, Victoria, forwarding for the information of the Committee particulars of cost, with plan and section, of the Wycheproof and Sea Lake Railway.

Letter from Mr. G. B. Beere, Road Superintendent, Deniliquin, forwarding a return showing the cost of constructing metalled roads in the vicinity of Berrigan and Tocumwal.

Letter and telegram from Mr. P. A. Dunne, Secretary, Tocumwal Progress Association, with reference to the Committee's inquiry respecting the proposed Railway from Jerilderie to Berrigan.

Letters from Messrs. Peterson and Sargood, A. C. Wilson, and John Dickie, with reference to their giving land likely to be required from them on the route of the proposed Railway from Jerilderie to Berrigan.

Letter from the Committee of the Newcastle Chamber of Commerce, forwarding a copy of a resolution passed by that Committee relative to the extension of the Northern Railway System.

Letter from Mr. J. Barling, Under Secretary, Department of Public Works, conveying to the Committee the thanks of the Minister for Public Works for information supplied respecting the titles to certain properties in Darling Harbour in connection with the proposed Removal of the Pyrmont and Glebe Island Bridges.

The correspondence was received.

The following accounts were passed for payment:—

	£	s.	d.
Archibald Campbell (*Illawarra Mercury*), advertising with reference to the proposed Water Supply for Wollongong, &c.	0	7	6
Lapthorne and Drummond (*Berrigan Advocate*), advertising with reference to the proposed Railway from Jerilderie to Berrigan	0	12	0
John Sands ("Sydney and Suburban Directory")	1	0	0
Total	£1	19	6

The Committee discussed the correspondence received, and arranged their further proceedings with reference to the proposed Railway from Jerilderie to Berrigan.

The Committee adjourned at 12 minutes past 3 until 2 o'clock p.m. on Wednesday, the following day.

WEDNESDAY, 27 FEBRUARY, 1895.

The Committee met at 2 p.m.

MEMBERS PRESENT:—

Thomas Thomson Ewing, Esq., Chairman.

The Hon. Frederick Thomas Humphery,	John Moore Chanter, Esq.,
The Hon. James Hoskins,	Charles Alfred Lee, Esq.,
The Hon. John Davies, C.M.G.,	James Gormly, Esq.,
James Hayes, Esq.,	Edmund William Molesworth, Esq.

The minutes of the previous meeting were read, and confirmed.

The Committee further considered the proposed Railway from Jerilderie to Berrigan.

Henry Deane, Esq., Engineer-in-Chief, Railway Construction Branch, Department of Public Works, was sworn, and further examined.

Mr. Davies moved,—"That the Committee proceed to consider the evidence on the proposed Railway from Jerilderie to Berrigan, with a view to reporting on the subject to the Legislative Assembly."

The motion was seconded by Mr. Lee, and passed.

Mr.

Mr. Davies moved,—"That, in the opinion of the Committee, it is expedient the proposed Railway from Jerilderie to Berrigan, referred to the Committee by the Legislative Assembly, be carried out with the deviation as recommended by the Sectional Committee, and at a cost not exceeding £2,000 per mile, to include goods and grain sheds, engineering charges, and all contingencies."

Mr. Lee seconded the motion.

Mr. Chanter moved,—"That the motion be amended so that it shall read as follows: 'That, in the opinion of the Committee, it is expedient the proposed Railway from Jerilderie to Berrigan, referred to the Committee by the Legislative Assembly, be carried out with a deviation *via* Finley, and at a cost not exceeding £2,000 per mile, to include goods and grain sheds, engineering charges, and all contingencies.'"

The Committee adjourned at 34 minutes past 3, until half-past 12 o'clock p.m. on Thursday, the following day.

THURSDAY, 28 *FEBRUARY*, 1895.

The Committee met at 12·30 p.m.

MEMBERS PRESENT:—

Thomas Thomson Ewing, Esq., Chairman.

The Hon. Frederick Thomas Humphery,	John Moore Chanter, Esq.,
The Hon. James Hoskins,	Charles Alfred Lee, Esq.,
The Hon. John Davies, C.M.G.,	James Gormly, Esq.,
James Hayes, Esq.,	Edmund William Molesworth, Esq.

The minutes of the previous meeting were read, and confirmed.

The Committee further considered the proposed Railway from Jerilderie to Berrigan, the discussion being resumed upon the following motion moved by Mr. Davies:—"That, in the opinion of the Committee, it is expedient the proposed Railway from Jerilderie to Berrigan, referred to the Committee by the Legislative Assembly, be carried out with the deviation as recommended by the Sectional Committee, and at a cost not exceeding £2,000 per mile, to include goods and grain sheds, engineering charges, and all contingencies."

Upon which Mr. Chanter had moved an amendment so that the motion should read as follows:—"That, in the opinion of the Committee, it is expedient the proposed Railway from Jerilderie to Berrigan, referred to the Committee by the Legislative Assembly, be carried out with a deviation *via* Finley, and at a cost not exceeding £2,000 per mile, to include goods and grain sheds, engineering charges, and all contingencies."

The amendment, not being seconded, lapsed.

Mr. Molesworth moved,—"That the motion be amended by omitting the figures '£2,000,' with a view to insert '£1,800.'"

The amendment, not being seconded, lapsed, and the motion was then passed.

The Committee proceeded to consider their Report to the Legislative Assembly on the proposed Railway from Jerilderie to Berrigan.

Clauses 1 to 8 were passed.

Clause 9.—Necessity for a railway to Berrigan.

Mr. Chanter moved,—"That the clause be amended by the omission from the fifteenth line of the words 'to within about twelve miles of.'"

The amendment was negatived on the following division:—

Ayes, 1.	Noes, 8.
Mr. Chanter.	Mr. Ewing,
	Mr. Humphery,
	Mr. Hoskins,
	Mr. Davies,
	Mr. Hayes,
	Mr. Lee,
	Mr. Gormly,
	Mr. Molesworth.

The clause was then passed.

Clauses 10 and 11 were passed.

Clause 12.—The expected traffic.

Mr. Chanter moved,—"That the clause be amended by omitting from the end the following words:—'There is some reason to think that in certain circumstances the traffic may be affected by produce being sent to Melbourne instead of to Sydney, but the railway authorities do not manifest any fear in that respect.'"

The amendment was passed on the following division:—

Ayes, 8.	Noes, 1.
Mr. Ewing,	Mr. Davies.
Mr. Humphery,	
Mr. Hoskins,	
Mr. Hayes,	
Mr. Chanter,	
Mr. Lee,	
Mr. Gormly,	
Mr. Molesworth.	

The clause was then passed.

Clause 13 was passed.

Mr. Chanter moved,—"That the following clause, proposed to stand clause 14 of the Report, be omitted:—'Some of the evidence given before the Sectional Committee and their Report refer to Finley, which lies 13 miles to the west of Berrigan, as the centre of an important agricultural district, part of which is not likely to be served by the proposed railway, and the Sectional Committee express the opinion that the construction of a cheap line of railway between Berrigan and Finley would be justifiable.'"

The

The motion was seconded by Mr. Molesworth, and negatived on the following division:—

Ayes, 3.	Noes, 6.
Mr. Humphery,	Mr. Ewing,
Mr. Chanter,	Mr. Hoskins,
Mr. Molesworth.	Mr. Davies,
	Mr. Hayes,
	Mr. Lee,
	Mr. Gormly.

Mr. Davies moved,—"That the proposed clause be added to clause 7 of the Report."

The motion was seconded by Mr. Lee, and passed.

Clauses 14 and 15 and the preamble of the Report were passed, the Report was adopted, and the Chairman was authorised to sign it for presentation to the Legislative Assembly.

The Committee adjourned at 10 minutes to 4 o'clock p.m.

THURSDAY, 7 MARCH, 1895.

The Committee met at 2 p.m.

MEMBERS PRESENT:—

Thomas Thomson Ewing, Esq., Chairman.

The Hon. Frederick Thomas Humphery,	Robert Henry Levien, Esq.,
The Hon. James Hoskins,	John Moore Chanter, Esq.,
The Hon. John Davies, C.M.G.,	James Gormly, Esq.,
James Hayes, Esq.	Edmund William Molesworth, Esq.

The minutes of the previous meeting were read, and confirmed.

The Secretary read the following correspondence:—

Letter from the Acting Clerk of the Legislative Assembly, informing the Committee of the passing by the Legislative Assembly of a resolution referring to the Committee for consideration and report the expediency of constructing a line of railway from Parkes to Condobolin.

The correspondence was received.

The Committee proceeded to consider the proposed Railway from Parkes to Condobolin.

Joseph Barling, Esq., Under Secretary, Department of Public Works, and Henry Deane, Esq., Engineer-in-Chief, Railway Construction Branch, Department of Public Works, were sworn, and examined.

Mr. Davies gave notice that he would move at the next meeting of the Committee:—"That, until otherwise ordered, the Committee meet at 1·30 p.m. instead of at 2 p.m."

The Committee adjourned at half-past 3, until 2 o'clock p.m. on Tuesday, 12th March.

TUESDAY, 12 MARCH, 1895.

The Committee met at 2 p.m.

MEMBERS PRESENT:—

Thomas Thomson Ewing, Esq., Chairman.

The Hon. Frederick Thomas Humphery,	James Hayes, Esq.,
The Hon. William Joseph Trickett,	Robert Henry Levien, Esq.,
The Hon. James Hoskins,	John Moore Chanter, Esq.,
The Hon. John Davies, C.M.G.,	Charles Alfred Lee, Esq.,
The Hon. Charles James Roberts, C.M.G.,	James Gormly, Esq.,

Edmund William Molesworth, Esq.

The minutes of the previous meeting were read, and confirmed.

The Secretary read the following correspondence:—

Letter from the Acting Clerk of the Legislative Assembly, informing the Committee of the passing by the Legislative Assembly of a resolution referring again to the Committee for consideration and report the proposed Railway from Temora to Wyalong.

Letter from Mr. J. Barling, Under Secretary, Department of Public Works, acknowledging receipt of a letter from the Secretary with reference to the proposed Railway from Jerilderie to Berrigan and the landowners along the route.

The correspondence was received.

The Committee further considered the proposed Railway from Parkes to Condobolin.

Henry Deane, Esq., Engineer-in-Chief, Railway Construction Branch, Department of Public Works, was sworn, and further examined.

Hugh McLachlan, Esq., Secretary to the Railway Commissioners, was sworn, and examined.

Mr. Davies moved,—"That, until otherwise ordered, the Committee meet at 1·30 p.m. instead of at 2 p.m.

The motion was seconded by Mr. Trickett, and passed.

Mr. Humphery gave notice that he would move at the next meeting of the Committee,—"That a Sectional Committee, consisting of Mr. Trickett, Mr. Molesworth, Mr. Hayes, and Mr. Chanter, be appointed to inspect, take evidence, and report with reference to the proposed Railway from Parkes to Condobolin."

The Committee adjourned at half-past 3, until half-past 1 o'clock p.m. on Wednesday, the following day.

WEDNESDAY, 13 *MARCH*, 1895.

The Committee met at 1·30 p.m.

MEMBERS PRESENT:—

Thomas Thomson Ewing, Esq., Chairman.

The Hon. Frederick Thomas Humphery,	James Hayes, Esq.,
The Hon. William Joseph Trickett,	Robert Henry Levien, Esq.,
The Hon. James Hoskins,	John Moore Chanter, Esq.,
The Hon. John Davies, C.M.G.,	Charles Alfred Lee, Esq.,
The Hon. Charles James Roberts, C.M.G.,	James Gormly, Esq.,

Edmund William Molesworth, Esq.

The minutes of the previous meeting were read, and confirmed.

The Secretary read the following correspondence:—

Letter from Mr. Thomas Brown, M.P., forwarding a request from the Trundle Railway League that the Sectional Committee about to be appointed with reference to the proposed Railway from Parkes to Condobolin should visit Trundle and take evidence there.

The correspondence was received.

The Committee further considered the proposed Railway from Parkes to Condobolin.

John Harper, Esq., Goods Superintendent, Department of Railways, was sworn, and examined.

Mr. Humphery's notice of motion with reference to the appointment of a Sectional Committee in connection with the proposed Railway from Parkes to Condobolin was postponed.

The Committee adjourned at half-past 3, until half-past 1 o'clock p.m. on Thursday, the following day.

THURSDAY, 14 *MARCH*, 1895.

The Committee met at 1·30 p.m.

MEMBERS PRESENT:—

Thomas Thomson Ewing, Esq., Chairman.

The Hon. Frederick Thomas Humphery,	James Hayes, Esq.,
The Hon. William Joseph Trickett,	Robert Henry Levien, Esq.,
The Hon. James Hoskins,	John Moore Chanter, Esq.,
The Hon. John Davies, C.M.G.,	Charles Alfred Lee, Esq.,
The Hon. Charles James Roberts, C.M.G.,	James Gormly, Esq.,

Edmund William Molesworth, Esq.

The minutes of the previous meeting were read, and confirmed.

The Secretary read the following correspondence:—

Telegram from Mr. H. A. Gilliat, late Examiner of Public Works Proposals, with reference to his giving evidence in the Committee's inquiry respecting the proposed Railway from Parkes to Condobolin.

The correspondence was received.

The Committee further considered the proposed Railway from Parkes to Condobolin.

Percy Scarr, Esq., Principal Assistant Engineer, Roads and Bridges Branch, Department of Public Works; Alfred Brown, Esq., First Clerk, Valuation Branch, Department of Public Works; and J. Molesworth Stawell, Esq., Temporary Supervising Engineer, Railway Construction Branch, Department of Public Works, were sworn, and examined.

Mr. Humphery's notice of motion for the appointment of a Sectional Committee in connection with the proposed Railway from Parkes to Condobolin was further postponed.

The Committee adjourned at 17 minutes to 4, until half-past 1 o'clock p.m. on Tuesday, 19th March.

TUESDAY, 19 *MARCH*, 1895.

The Committee met at 1·30 p.m.

MEMBERS PRESENT:—

Thomas Thomson Ewing, Esq., Chairman.

The Hon. Frederick Thomas Humphery,	James Hayes, Esq.,
The Hon. William Joseph Trickett,	Robert Henry Levien, Esq.,
The Hon. James Hoskins,	John Moore Chanter, Esq.,
The Hon. John Davies, C.M.G.,	Charles Alfred Lee, Esq.,
The Hon. Charles James Roberts, C.M.G.,	James Gormly, Esq.,

Edmund William Molesworth, Esq.

The minutes of the previous meeting were read, and confirmed.

The Secretary read the following correspondence:—

Letter from the Acting Clerk of the Legislative Assembly, informing the Committee of the passing by the Legislative Assembly of a resolution referring to the Committee for consideration and report the expediency of carrying out certain works of harbour improvements at Newcastle.

Letters from Mr. H. McLachlan, Secretary to the Railway Commissioners, in relation to his evidence before the Committee in their inquiry with reference to the proposed Railway from Parkes to Condobolin.

The correspondence was received.

Mr. Humphery moved,—"That as members of the Parliamentary Standing Committee on Public Works, we desire to place upon record and (through our Chairman) to express to Lady Duff and family our sense of the loss sustained by the death of his Excellency Sir Robert Duff, as well as our sincere sympathy in their bereavement."

The motion was seconded by Mr. Davies, and passed.

The

The Committee further considered the proposed Railway from Parkes to Condobolin.

Alfred Brown, Esq., First Clerk, Valuation Branch, Department of Public Works, was sworn, and further examined.

Harry A. Gilliat, Esq., late Examiner of Public Works Proposals, Department of Public Works, and Arthur James Stopps, Esq., Acting Chief Draftsman, Department of Lands, were sworn, and examined.

Mr. Humphery moved,—"That a Sectional Committee, consisting of Mr. Trickett, Mr. Molesworth, Mr. Gormly, and Mr. Chanter, be appointed to inspect, take evidence, and report with reference to the proposed Railway from Parkes to Condobolin."

The motion was seconded by Mr. Davies, and passed.

The Committee adjourned at 24 minutes to 4, until half-past 1 o'clock p.m. on Wednesday, the following day.

WEDNESDAY, 20 *MARCH*, 1895.

The Committee met at 1·30 p.m.

MEMBERS PRESENT:—

Thomas Thomson Ewing, Esq., Chairman.

The Hon. Frederick Thomas Humphery,	James Hayes, Esq.,
The Hon. William Joseph Trickett,	Robert Henry Levien, Esq.
The Hon. James Hoskins,	John Moore Chanter, Esq.,
The Hon. John Davies, C.M.G.,	Charles Alfred Lee, Esq.
The Hon. Charles James Roberts, C.M.G.,	James Gormly, Esq.,

Edmund William Molesworth, Esq.

The minutes of the previous meeting were read, and confirmed.

The Committee decided that for the present, in addition to the ordinary sitting days, Friday be a sitting day each week.

The Committee proceeded to consider the proposed Harbour Improvements at Newcastle.

The Secretary read a minute paper from the Engineer-in-Chief for Harbours and Rivers to the Under Secretary for Public Works, with reference to the proposed Harbour Improvements at Newcastle.

Joseph Barling, Esq., Under Secretary, Department of Public Works, was sworn, and examined.

The Committee adjourned at 20 minutes past 3, until half-past 1 o'clock p.m. on Thursday, the following day.

THURSDAY, 21 *MARCH*, 1895.

The Committee met at 1·30 p.m.

MEMBERS PRESENT:—

Thomas Thomson Ewing, Esq., Chairman.

The Hon. Frederick Thomas Humphery,	James Hayes, Esq.,
The Hon. William Joseph Trickett,	Robert Henry Levien, Esq.,
The Hon. James Hoskins,	John Moore Chanter, Esq.,
The Hon. John Davies, C.M.G.,	Charles Alfred Lee, Esq.,
The Hon. Charles James Roberts, C.M.G.,	James Gormly, Esq.,

Edmund William Molesworth, Esq.

The minutes of the previous meeting were read, and confirmed.

The Committee further considered the proposed Harbour Improvements at Newcastle.

Cecil West Darley, Esq., Engineer-in-Chief, Harbours and Rivers Branch, Department of Public Works, was sworn, and examined.

The Committee adjourned at half-past 3, until 2 o'clock p.m. on Friday, the following day.

FRIDAY, 22 *MARCH*, 1895.

The Committee met at 2 p.m.

MEMBERS PRESENT:—

Thomas Thomson Ewing, Esq., Chairman.

The Hon. James Hoskins,	James Hayes, Esq.,
The Hon. John Davies, C.M.G.,	Robert Henry Levien, Esq.,
The Hon. Charles James Roberts, C.M.G.,	Charles Alfred Lee, Esq.

The minutes of the previous meeting were read, and confirmed.

The Secretary read the following correspondence:—

Letter from Messrs. Peterson and Sargood, with reference to the proposed Railway from Jerilderie to Berrigan.

The correspondence was received.

The Committee further considered the proposed Harbour Improvements at Newcastle.

Cecil West Darley, Esq., Engineer-in-Chief, Harbours and Rivers Branch, Department of Public Works, was sworn, and further examined.

The Committee adjourned at 4 o'clock, until half-past 1 o'clock p.m. on Tuesday, 26th March.

TUESDAY,

TUESDAY, 26 *MARCH*, 1895.

The Committee met at 1·30 p.m.

MEMBERS PRESENT:—

Thomas Thomson Ewing, Esq., Chairman.

The Hon. Frederick Thomas Humphery,
The Hon. James Hoskins,
The Hon. John Davies, C.M.G.,
The Hon. Charles James Roberts, C.M.G.,
James Hayes, Esq.,
Robert Henry Levien, Esq.,
Charles Alfred Lee, Esq.

The minutes of the previous meeting were read, and confirmed.

The Secretary read the following correspondence:—

Telegram from the Chairman of the Sectional Committee on the proposed Railway from Parkes to Condobolin, reporting the progress made by the Sectional Committee in their inquiry.

Letter from Mr. Thomas Looney, Honorary Secretary, Back Creek Branch Railway League, with reference to the Sectional Committee's inquiry respecting the proposed Railway from Parkes to Condobolin.

Letter from the Secretary of the Chamber of Commerce, Newcastle, with reference to the Committee's inquiry respecting the proposed Harbour Improvements at Newcastle.

The correspondence was received.

The Committee further considered the proposed Harbour Improvements at Newcastle.

Cecil West Darley, Esq., Engineer-in-Chief, Harbours and Rivers Branch, Department of Public Works, was sworn, and further examined.

The Committee adjourned at half-past 3, until half-past 1 o'clock p.m. on Wednesday, the following day.

WEDNESDAY, 27 *MARCH*, 1895.

The Committee met at 1·30 p.m.

MEMBERS PRESENT:—

Thomas Thomson Ewing, Esq., Chairman.

The Hon. Frederick Thomas Humphery,
The Hon. James Hoskins,
The Hon. John Davies, C.M.G.,
The Hon. Charles James Roberts, C.M.G.,
James Hayes, Esq.,
Robert Henry Levien, Esq.,
Charles Alfred Lee, Esq.

The minutes of the previous meeting were read, and confirmed.

The Secretary read the following correspondence:—

Letter from the Secretary of the Chamber of Commerce, Newcastle, with reference to the Committee's inquiry respecting the proposed Harbour Improvements at Newcastle.

The correspondence was received.

The Committee further considered the proposed Harbour Improvements at Newcastle.

Cecil West Darley, Esq., Engineer-in-Chief, Harbours and Rivers Branch, Department of Public Works, was sworn, and further examined.

Alexander Brown Portus, Esq., Superintending Engineer of Dredges, Harbours and Rivers Branch, Department of Public Works, was sworn, and examined.

Mr. Levien gave notice that he would move at the next meeting of the Committee,—"That a Sectional Committee, consisting of Mr. Ewing, Mr. Humphery, Mr. Hoskins, Mr. Davies, Mr. Roberts, Mr. Hayes, Mr. Levien, and Mr. Lee, be appointed to inspect, take evidence, and report with reference to the proposed Harbour Improvements at Newcastle."

The Committee adjourned at half-past 3, until half-past 1 o'clock p.m. on Thursday, the following day.

THURSDAY, 28 *MARCH*, 1895.

The Committee met at 1·30 p.m.

MEMBERS PRESENT:—

Thomas Thomson Ewing, Esq., Chairman.

The Hon. Frederick Thomas Humphery,
The Hon. James Hoskins,
The Hon. John Davies, C.M.G.,
The Hon. Charles James Roberts, C.M.G.,
James Hayes, Esq.,
Robert Henry Levien, Esq.,
Charles Alfred Lee, Esq.

The minutes of the previous meeting were read, and confirmed.

The Committee further considered the proposed Harbour Improvements at Newcastle.

Alexander Brown Portus, Esq., Superintending Engineer of Dredges, Harbours and Rivers Branch, Department of Public Works, was sworn, and further examined.

James Powell, Esq., Collector of Customs, Sydney, was sworn, and examined.

Mr. Levien moved,—"That a Sectional Committee, consisting of Mr. Ewing, Mr. Humphery, Mr. Hoskins, Mr. Davies, Mr. Roberts, Mr. Hayes, Mr. Levien, and Mr. Lee, be appointed to inspect, take evidence, and report with reference to the proposed Harbour Improvements at Newcastle."

The motion was seconded by Mr. Davies, and passed.

The Committee adjourned at 25 minutes past 3, until half-past 1 o'clock p.m. on Friday, the following day.

FRIDAY,

FRIDAY, 29 *MARCH*, 1895.

The Committee met at 1·30 p.m.

MEMBERS PRESENT:—

Thomas Thomson Ewing, Esq., Chairman.

The Hon. Frederick Thomas Humphery,
The Hon. James Hoskins,
The Hon. John Davies, C.M.G.,
The Hon. Charles James Roberts, C.M.G.,
Robert Henry Levien, Esq.,
Charles Alfred Lee, Esq.

The minutes of the previous meeting were read, and confirmed.

The Secretary read the following correspondence:—

Letter from the Secretary of the Marine Board, Newcastle, with reference to the visit of the Sectional Committee appointed in connection with the proposed Harbour Improvements at Newcastle.

Telegram from the Chairman of the Sectional Committee appointed in connection with the proposed railway from Parkes to Condobolin, reporting the progress made by the Sectional Committee.

Telegram from the Mayor of Forbes with reference to the proposed railway from Parkes to Condobolin, and the visit of the Sectional Committee to the district.

The correspondence was received.

The Committee further considered the proposed Harbour Improvements at Newcastle.

Robert R. P. Hickson, Esq., Engineer-in-Chief for Public Works, Department of Public Works, was sworn, and examined.

The Committee adjourned at half-past 3 o'clock, p.m.

TUESDAY, 9 *APRIL*, 1895.

The Committee met at 1·30 p.m.

MEMBERS PRESENT:—

Thomas Thomson Ewing, Esq., Chairman.

The Hon. Frederick Thomas Humphery,
The Hon. William Joseph Trickett,
The Hon. James Hoskins,
The Hon. John Davies, C.M.G.,
The Hon. Charles James Roberts, C.M.G.,
James Hayes, Esq.,
Robert Henry Levien, Esq.,
John Moore Chanter, Esq.,
Charles Alfred Lee, Esq.,
James Gormly, Esq.,
Edmund William Molesworth, Esq.

The minutes of the previous meeting were read, and confirmed.

The Secretary read the following correspondence:—

Letter from Mr. C. W. Darley, Engineer-in-Chief, Harbours and Rivers Branch, Department of Public Works, and letter from Mr. A. B. Portus, Superintending Engineer of Dredges, Harbours and Rivers Branch, Department of Public Works, with reference to their evidence in the Committee's inquiry respecting the proposed Harbour Improvements at Newcastle.

Letter and statement from Mr. A. F. Hall, civil engineer and licensed surveyor, Newcastle, with reference to the proposed Harbour Improvements at Newcastle.

Letters from Mr. Arthur Sharp, District Surveyor, Forbes; Mr. W. A. Lorking, Post and Telegraph Master, Parkes; and Mr. A. James, Inspector of Stock, Condobolin, forwarding information in connection with the inquiry by the Sectional Committee on the proposed Railway from Parkes to Condobolin.

Statement from Mr. H. Deane, Engineer-in-Chief, Railway Construction Branch, Department of Public Works, showing in detail the cost of contracts Nos. 1 and 2, Molong to Parkes and Forbes Railway, in relation to the Committee's inquiry respecting the proposed Railway from Parkes to Condobolin.

Letter from Mr. P. J. Clara, Honorary Secretary, Trundle Railway League, with samples of the produce of the Trundle District.

The correspondence was received.

The following accounts were passed for payment:—

	£	s.	d.
Arthur Blenkin, shorthand writer, accompanying Sectional Committee on the proposed Railway from Parkes to Condobolin	22	18	0
Angelo J. Smith, shorthand writer, accompanying Sectional Committee on the proposed Harbour Improvements at Newcastle	13	7	0
Arthur Hurley, clerk, accompanying Sectional Committee on the proposed Harbour Improvements at Newcastle	5	12	4
Gardiner and Cool, rubber stamps	0	15	0
Samuel Sydney Smith (*Forbes and Parkes Gazette*), advertising...	0	14	0
William Brooke (*Forbes Times*), advertising	0	15	0
F. A. W. Williams (*Newcastle Herald*), advertising	2	10	0
Total	£46	17	4

The Committee further considered the proposed Harbour Improvements at Newcastle.

Captain John Jackson, Manager of Public Wharfs, made an affirmation, and was examined.

James Cole Ellis, Esq., M.P., was sworn, and examined.

The Committee adjourned at 41 minutes passed 3, until half past 1 o'clock p.m. on Wednesday, the following day.

WEDNESDAY,

WEDNESDAY, 10 *APRIL*, 1895.

The Committee met at 1·30 p.m.

MEMBERS PRESENT:—

Thomas Thomson Ewing, Esq., Chairman.

The Hon. Frederick Thomas Humphery,	James Hayes, Esq.,
The Hon. William Joseph Trickett,	Robert Henry Levien, Esq.,
The Hon. James Hoskins,	John Moore Chanter, Esq.,
The Hon. John Davies, C.M.G.,	Charles Alfred Lee, Esq.,
The Hon. Charles James Roberts, C.M.G.,	James Gormly, Esq.,

Edmund William Molesworth, Esq.

The minutes of the previous meeting were read, and confirmed.

The Secretary read the following correspondence:—

Memorandum with reports and drawings relating to Harbour Entrances with wave-traps designed by Sir John Coode, forwarded for the information of the Committee by Mr. C. W. Darley.

The correspondence was received.

The Committee further considered the proposed Harbour Improvements at Newcastle.

James Cole Ellis, Esq., M.P., was sworn, and further examined.

Henry Richard Carleton, Esq., Principal Assistant Engineer for Harbours and Rivers, Department of Public Works, was sworn, and examined.

The Committee adjourned at 18 minutes past 3, until a quarter past 2 o'clock p.m. on Thursday, the following day.

THURSDAY, 11 *APRIL*, 1895.

The Committee met at 2·15 p.m.

MEMBERS PRESENT:—

Thomas Thomson Ewing, Esq., Chairman.

The Hon. Frederick Thomas Humphery,	James Hayes, Esq.,
The Hon. William Joseph Trickett,	Robert Henry Levien, Esq.,
The Hon. James Hoskins,	John Moore Chanter, Esq.,
The Hon. John Davies, C.M.G.,	Charles Alfred Lee, Esq.,
The Hon. Charles James Roberts, C.M.G.,	James Gormly, Esq.,

Edmund William Molesworth, Esq.

The minutes of the previous meeting were read, and confirmed.

The Committee further considered the proposed Harbour Improvements at Newcastle.

Captain Richard James Skinner, master mariner, was sworn, and examined.

The Committee adjourned at 7 minutes past 3, until half-past 1 o'clock p.m. on Wednesday, 17th April.

WEDNESDAY, 17 *APRIL*, 1895.

The Committee met at 1·30 p.m.

MEMBERS PRESENT:—

Thomas Thomson Ewing, Esq., Chairman.

The Hon. Frederick Thomas Humphery,	James Hayes, Esq.,
The Hon. William Joseph Trickett,	Robert Henry Levien, Esq.,
The Hon. James Hoskins,	John Moore Chanter, Esq.,
The Hon. John Davies, C.M.G.,	Charles Alfred Lee, Esq.,
The Hon. Charles James Roberts, C.M.G.,	James Gormly, Esq.,

Edmund William Molesworth, Esq.

The minutes of the previous meeting were read, and confirmed.

The Secretary read the following correspondence:—

Letter from Hon. Alexander Brown, M.L.C., Dalgety & Company, Newcastle, with an accompanying letter from the Commander of the steamship "Vadala," with reference to the state of the Bar at the Entrance to the Harbour of Newcastle.

The correspondence was received.

The following accounts were passed for payment:—

	£	s.	d.
H. Bowditch (*Parkes Examiner*), advertising	0	6	6
Farmer & Company, leather-cloth for covering plans	0	12	0
Total	£0	18	6

The Committee further considered the proposed Harbour Improvements at Newcastle.

Captain William Adams, master mariner, and Captain William Anderson, master mariner, were sworn, and examined.

The Committee adjourned at 35 minutes past 3, until half-past 1 o'clock p.m. on Thursday, the following day.

THURSDAY,

THURSDAY, 18 *APRIL*, 1895.

The Committee met at 1·30 p.m.

MEMBERS PRESENT:—

Thomas Thomson Ewing, Esq., Chairman.

The Hon. Frederick Thomas Humphery,	James Hayes, Esq.,
The Hon. William Joseph Trickett,	John Moore Chanter, Esq.,
The Hon. James Hoskins,	Charles Alfred Lee, Esq.,
The Hon. John Davies, C.M.G.,	James Gormly, Esq.,
The Hon. Charles James Roberts, C.M.G.	Edmund William Molesworth, Esq.

The minutes of the previous meeting were read, and confirmed.

The Committee further considered the proposed Harbour Improvements at Newcastle.

Edward Fisher Pittman, Esq., Government Geologist, Department of Mines, Hon. Alexander Brown, M.L.C., Managing Director, Dalgety & Company (Ltd.), Newcastle, and Captain William Austin Knowles, master mariner, were sworn, and examined.

The Committee adjourned at 35 minutes past 3, until 2 o'clock p.m., on Friday, the following day.

FRIDAY, 19 *APRIL*, 1895.

The Committee met at 2 p.m.

MEMBERS PRESENT:

Thomas Thomson Ewing, Esq., Chairman.

The Hon. William Joseph Trickett,	Robert Henry Levien, Esq.,
The Hon. James Hoskins,	John Moore Chanter, Esq.,
The Hon. John Davies, C.M.G.,	Charles Alfred Lee, Esq.,
The Hon. Charles James Roberts, C.M.G.	James Gormly, Esq.,
James Hayes, Esq.,	Edmund William Molesworth, Esq.

The minutes of the previous meeting were read, and confirmed.

The Secretary read the following correspondence:—

Letter from Mr. Ernest S. Hunt, engineer, Newcastle, with a sketch and statement of a scheme for the improvement of Newcastle Harbour.

The correspondence was received.

The Committee further considered the proposed Harbour Improvements at Newcastle.

Hugh McLachlan, Esq., Secretary to the Railway Commissioners, and Captain William James Featherstone, master mariner, steamship "Oonah," were sworn, and examined.

The Committee adjourned at 4 o'clock, until half-past 1 o'clock p.m., on Tuesday, 23rd April.

TUESDAY, 23 *APRIL*, 1895.

The Committee met at 1·30 p.m.

MEMBERS PRESENT:

Thomas Thomson Ewing, Esq., Chairman.

The Hon. Frederick Thomas Humphery,	James Hayes, Esq.,
The Hon. William Joseph Trickett,	Robert Henry Levien, Esq.,
The Hon. James Hoskins,	John Moore Chanter, Esq.,
The Hon. John Davies, C.M.G.,	Charles Alfred Lee, Esq.,
The Hon. Charles James Roberts, C.M.G.,	James Gormly, Esq.,

Edmund William Molesworth, Esq.

The minutes of the previous meeting were read, and confirmed.

The Secretary read the following correspondence:—

Letter from the Honorable Alexander Brown, M.L.C., Managing Director, Dalgety & Co. (Ltd.), Newcastle, with reference to the absence of a witness from the Committee's inquiry respecting the proposed Harbour Improvements at Newcastle.

The correspondence was received.

The Committee further considered the proposed Harbour Improvements at Newcastle.

Hugh McLachlan, Esq., Secretary to the Railway Commissioners, was sworn, and further examined.

Captain David Swan, master mariner, steamship "Gulf of Genoa," and captain John Jones, master mariner, ship "Caradoc," were sworn, and examined.

The Committee adjourned at 13 minutes to 4, until half-past 1 o'clock p.m., on Wednesday, the following day.

WEDNESDAY, 24 *APRIL*, 1895.

The Committee met at 1·30 p.m.

MEMBERS PRESENT:—

Thomas Thomson Ewing, Esq., Chairman.

The Hon. Frederick Thomas Humphery,	James Hayes, Esq.,
The Hon. William Joseph Trickett,	Robert Henry Levien, Esq.,
The Hon. James Hoskins,	John Moore Chanter, Esq.,
The Hon. John Davies, C.M.G.,	Charles Alfred Lee, Esq.,
The Hon. Charles James Roberts, C.M.G.	James Gormly, Esq.

Edmund William Molesworth, Esq.

The minutes of the previous meeting were read, and confirmed.

The following account was passed for payment:—

Turner and Henderson—Minute-book £1 18 0

The

The Committee further considered the proposed Harbour Improvements at Newcastle.

Henry Richard Carleton, Esq., Principal Assistant Engineer for Harbours and Rivers, Department of Public Works, was sworn, and further examined.

The Committee adjourned at 31 minutes past 3, until half-past 1 o'clock p.m., on Thursday, the following day.

THURSDAY, 25 *APRIL*, 1895.

The Committee met at 1·30 p.m.

MEMBERS PRESENT:—

Thomas Thomson Ewing, Esq., Chairman.

The Hon. Frederick Thomas Humphery,	James Hayes, Esq.,
The Hon. William Joseph Trickett,	Robert Henry Levien, Esq.,
The Hon. James Hoskins,	John Moore Chanter, Esq.,
The Hon. John Davies, C.M.G.,	Charles Alfred Lee, Esq.,
The Hon. Charles James Roberts, C.M.G.	James Gormly, Esq.,

Edmund William Molesworth, Esq.

The minutes of the previous meeting were read, and confirmed.

The Committee further considered the proposed Harbour Improvements at Newcastle.

Henry Richard Carleton, Esq., Principal Assistant Engineer for Harbours and Rivers, Department of Public Works, was sworn, and further examined.

The Committee adjourned at 31 minutes past 3, until half-past 1 o'clock p.m., on Friday, the following day.

FRIDAY, 26 *APRIL*, 1895.

The Committee met at 1·30 p.m.

MEMBERS PRESENT:—

Thomas Thomson Ewing, Esq., Chairman.

The Hon. Frederick Thomas Humphery,	James Hayes, Esq.,
The Hon. William Joseph Trickett,	Robert Henry Levien, Esq.,
The Hon. James Hoskins,	John Moore Chanter, Esq.,
The Hon. John Davies, C.M.G.,	Charles Alfred Lee, Esq.,
The Hon. Charles James Roberts, C.M.G.,	James Gormly, Esq.,

Edmund William Molesworth, Esq.

The minutes of the previous meeting were read, and confirmed.

The Committee further considered the proposed Harbour Improvements at Newcastle.

Henry Richard Carleton, Esq., Principal Assistant Engineer for Harbours and Rivers, Department of Public Works, was sworn, and further examined.

The Committee adjourned at 25 minutes past 4 o'clock, until half-past 1 o'clock p.m., on Tuesday, 30 April.

TUESDAY, 30 *APRIL*, 1895.

The Committee met at 1·30 p.m.

MEMBERS PRESENT:—

Thomas Thomson Ewing, Esq., Chairman.

The Hon. Frederick Thomas Humphery,	James Hayes, Esq.,
The Hon. William Joseph Trickett,	Robert Henry Levien, Esq.,
The Hon. James Hoskins,	John Moore Chanter, Esq.,
The Hon. John Davies, C.M.G.,	Charles Alfred Lee, Esq.,
The Hon. Charles James Roberts, C.M.G.,	James Gormly, Esq.,

Edmund William Molesworth, Esq.,

The minutes of the previous meeting were read, and confirmed.

The Committee further considered the proposed Harbour Improvements at Newcastle.

Captain Richard McGrath, master mariner, steamer "Phœbe," and Captain Charles Adams, tug-master, Harbours and Rivers Branch, Department of Public Works, were sworn, and examined.

James Cole Ellis, Esq., M.P., was sworn, and further examined.

Mr. Davies gave notice that he would move at the next meeting of the Committee,—"That the Committee proceed to consider the evidence on the proposed Harbour Improvements at Newcastle, with a view to reporting on the subject to the Legislative Assembly."

The Committee adjourned at 4 o'clock until half-past 1 o'clock p.m., on Wednesday, the following day.

WEDNESDAY, 1 *MAY*, 1895.

The Committee met at 1·30 p.m.

MEMBERS PRESENT:—

Thomas Thomson Ewing, Esq., Chairman.

The Hon. Frederick Thomas Humphery,	James Hayes, Esq.,
The Hon. William Joseph Trickett,	Robert Henry Levien, Esq.,
The Hon. James Hoskins,	John Moore Chanter, Esq.,
The Hon. John Davies, C.M.G.,	Charles Alfred Lee, Esq.,
The Hon. Charles James Roberts, C.M.G.	James Gormly, Esq.,

Edmund William Molesworth, Esq.

The minutes of the previous meeting were read, and confirmed.

The

The Secretary read the following correspondence:—

Letter from Mr. A. F. Hall, civil engineer and licensed surveyor, Newcastle, with reference to the proposed Harbour Improvements at Newcastle.

Letter from Mr. D. S. Kirkwood, Arncliffe, with reference to the proposed Harbour Improvements at Newcastle.

The correspondence was received.

The following account was passed for payment:—

Daily Telegraph Newspaper Company—Advertising £1 10 0

The Committee further considered the proposed Harbour Improvements at Newcastle.

Robert R. P. Hickson, Esq., Engineer-in-Chief for Public Works, was sworn, and further examined.

James Cole Ellis, Esq., M.P., was sworn, and further examined.

Mr. Davies moved,—"That the Committee proceed to consider the evidence on the proposed Harbour Improvements at Newcastle, with a view to reporting on the subject to the Legislative Assembly."

Mr. Trickett seconded the motion.

The debate upon the motion was adjourned.

The Committee adjourned at 25 minutes to 4, until half-past 1 o'clock p.m. on Thursday, the following day.

THURSDAY, 2 *MAY*, 1895.

The Committee met at 1·30 p.m.

MEMBERS PRESENT:—

Thomas Thomson Ewing, Esq., Chairman.

The Hon. Frederick Thomas Humphery,	James Hayes, Esq.,
The Hon. William Joseph Trickett,	Robert Henry Levien, Esq.
The Hon. James Hoskins,	John Moore Chanter, Esq.,
The Hon. John Davies, C.M.G.,	Charles Alfred Lee, Esq.,
The Hon. Charles James Roberts, C.M.G.,	James Gormly, Esq.,

Edmund William Molesworth, Esq.

The minutes of the previous meeting were read, and confirmed.

The Secretary read the following correspondence:—

Letter from Mr. D. S. Kirkwood, Arncliffe, with reference to the proposed Harbour Improvements at Newcastle.

Minute paper from Mr. R. R. P. Hickson, Engineer-in-Chief for Public Works, giving estimates for extending the southern breakwater at Newcastle in lengths of 100 feet up to a total length of 500 feet, in connection with his evidence with reference to the proposed Harbour Improvements at Newcastle.

The correspondence was received.

The following account was passed for payment:—

W. J. Rainbow—Reading and correcting printer's proofs of evidence £4 4 9

The Committee further considered the proposed Harbour Improvements at Newcastle.

Henry Richard Carleton, Esq., Principal Assistant Engineer for Harbours and Rivers, Department of Public Works, was sworn, and further examined.

The debate upon the motion of Mr. Davies,—"That the Committee proceed to consider the evidence on the proposed Harbour Improvements at Newcastle, with a view to reporting on the subject to the Legislative Assembly,"—was resumed.

Mr. Levien moved,—"That the motion be amended by the omission of all the words after the word 'That' with a view to the insertion in their place of the words 'inasmuch as there has been no check on the Government scheme, either as to the design or cost, in the interest of the country it is desirable that some scientific man be called for the purpose of testing the Departmental scheme.'"

The Committee divided on the amendment as follows:—

Ayes, 6.	Noes, 6.
Mr. Trickett,	Mr. Ewing,
Mr. Hoskins,	Mr. Humphery,
Mr. Levien,	Mr. Davies,
Mr. Chanter,	Mr. Roberts,
Mr. Lee,	Mr. Hayes,
Mr. Gormly.	Mr. Molesworth.

The division being equal, the Chairman gave his casting vote with the Ayes, and the amendment was therefore passed.

The Committee adjourned at 15 minutes to 4, until 2 o'clock p.m. on Friday, the following day.

FRIDAY, 3 *MAY*, 1895.

The Committee met at 2 p.m.

MEMBERS PRESENT:—

Thomas Thomson Ewing, Esq., Chairman.

The Hon. Frederick Thomas Humphery,	James Hayes, Esq.,
The Hon. William Joseph Trickett,	Robert Henry Levien, Esq.,
The Hon. James Hoskins,	John Moore Chanter, Esq.,
The Hon. John Davies, C.M.G.,	Charles Alfred Lee, Esq.,
The Hon. Charles James Roberts, C.M.G.,	James Gormly, Esq.,

Edmund William Molesworth, Esq.

The minutes of the previous meeting were read, and confirmed.

The Secretary read the following correspondence:—

Letter from Mr. H. R. Carleton, Principal Assistant Engineer for Harbours and Rivers, Department of Public Works, requesting to be re-examined with reference to the proposed Harbour Improvements at Newcastle.

The

The correspondence was received.

The Committee deliberated as to whether Mr. Carleton could be re-examined at that sitting, the subject of the proposed Harbour Improvements at Newcastle not being upon that day's business paper.

Mr. Davis moved,—"That Mr. Carleton be permitted to attend for re-examination."

Mr. Molesworth seconded the motion.

The Committee divided in accordance with Regulation 5, as follows:—

Ayes, 6.	Noes, 4.
Mr. Ewing,	Mr. Hoskins,
Mr. Trickett,	Mr. Levien,
Mr. Davies,	Mr. Chanter,
Mr. Roberts,	Mr. Gormly.
Mr. Lee,	
Mr. Molesworth,	

There not being a two-thirds majority in support of the motion, as required by the Regulation, the motion was negatived.

The Committee further considered the proposed Harbour Improvements at Newcastle and their decision at the previous sitting, with reference to obtaining the services of an engineer outside the Department of Public Works, for the purpose of testing the Departmental scheme.

Mr. Chanter moved,—"That Mr. C. Good, M.I.C.E., be employed to give evidence in the inquiry with reference to the proposed Harbour Improvements at Newcastle."

The motion was seconded by Mr. Molesworth, and passed on the following division:—

Ayes, 8.	Noes, 3.
Mr. Ewing,	Mr. Davies,
Mr. Trickett,	Mr. Roberts,
Mr. Hoskins,	Mr. Hayes.
Mr. Levien,	
Mr. Chanter,	
Mr. Lee,	
Mr. Gormly,	
Mr. Molesworth.	

Mr. Davies moved,—"That the Chairman accompany Mr. Good to Newcastle, in order to explain to him the several points in the Departmental scheme."

The motion was seconded by Mr. Molesworth, and passed on the following division:—

Ayes, 7.	Noes, 2.
Mr. Trickett,	Mr. Hayes,
Mr. Hoskins,	Mr. Lee.
Mr. Davies,	
Mr. Roberts,	
Mr. Levien,	
Mr. Chanter,	
Mr. Molesworth.	

The Committee further considered the proposed Railway from Parkes to Condobolin.

Henry Deane, Esq., Engineer-in-Chief, Railway Construction Branch, Department of Public Works, was sworn, and further examined.

Mr. Trickett gave notice that he would move at the next meeting of the Committee,—"That the Committee proceed to consider the evidence on the proposed Railway from Parkes to Condobolin, with a view to reporting on the subject to the Legislative Assembly."

The Committee adjourned at 4 o'clock, until half-past 1 o'clock p.m., on Tuesday, 7th May.

TUESDAY, 7 MAY, 1895.

The Committee met at 1·30 p.m.

MEMBERS PRESENT:—

Thomas Thomson Ewing, Esq., Chairman.

The Hon. Frederick Thomas Humphery,	James Hayes, Esq.,
The Hon. William Joseph Trickett,	Robert Henry Levien, Esq.,
The Hon. James Hoskins,	John Moore Chanter, Esq.,
The Hon. John Davies, C.M.G.,	Charles Alfred Lee, Esq.,
The Hon. Charles James Roberts, C.M.G.	James Gormly, Esq.,

Edmund William Molesworth, Esq.

The minutes of the previous meeting were read, and confirmed.

The Secretary read the following correspondence:—

Letters from Messrs. A. F. Hall, S. Keightley, and H. Newton, Newcastle, with reference to the proposed Harbour Improvements at Newcastle.

The correspondence was received.

The Committee further considered the proposed Harbour Improvements at Newcastle.

The Chairman reported the circumstances of his visit to Newcastle with Mr. Charles Good, M.I.C.E.; and his letter of instructions to Mr. Good, and a report from Mr. Good upon the proposed Harbour Improvements, were read.

Charles Good, Esq., M.I.C.E., was sworn, and examined.

Henry Richard Carleton, Esq., Principal Assistant Engineer for Harbours and Rivers, Department of Public Works, was sworn, and further examined.

The following account was passed for payment:—

Charles Good, M.I.C.E., visiting Newcastle and reporting on the proposed Harbour Improvements at that port £27 0 0

The consideration of Mr. Trickett's notice of motion for the closing of the evidence with reference to the proposed Railway from Parkes to Condobolin was postponed.

The Committee adjourned at half-past 3, until half-past 1 o'clock p.m. on Wednesday, the following day.

WEDNESDAY,

WEDNESDAY, 8 *MAY*, 1895.

The Committee met at 1·30 p.m.

MEMBERS PRESENT:—

Thomas Thomson Ewing, Esq., Chairman.

The Hon. Frederick Thomas Humphery,	James Hayes, Esq.,
The Hon. William Joseph Trickett	Robert Henry Levien, Esq.,
The Hon. James Hoskins,	John Moore Chanter, Esq.,
The Hon. John Davies, C.M.G.,	Charles Alfred Lee, Esq.,
The Hon. Charles James Roberts, C.M.G.,	James Gormly, Esq.,

Edmund William Molesworth, Esq.

The minutes of the previous meeting were read, and confirmed.

The Committee further considered the proposed Railway from Parkes to Condobolin.

Henry Deane, Esq., Engineer-in-Chief, Railway Construction Branch, Department of Public Works, was sworn, and further examined.

Mr. Trickett's notice of motion for the closing of the evidence with reference to the proposed Railway from Parkes to Condobolin, was postponed.

The Committee further considered the proposed Harbour Improvements at Newcastle.

Mr. Davies moved,—"That the Committee proceed to consider the evidence on the proposed Harbour Improvements at Newcastle, with a view to reporting on the subject to the Legislative Assembly."

The motion was seconded by Mr. Hayes, and passed.

Mr. Davies moved,—"That, in the opinion of the Committee, it is expedient the proposed Harbour Improvements at Newcastle, referred to the Committee by the Legislative Assembly, be carried out, by repairing the southern breakwater to the extent of 200 feet washed away, and extending that breakwater for a further 300 feet, by constructing the first section only of the northern breakwater for the present, and by constructing the southern guide-wall as proposed."

Mr. Hayes seconded the motion.

The debate upon the motion was adjourned.

The Committee adjourned, at twenty minutes to 4, until half-past 1 o'clock p.m. on Thursday, the following day.

THURSDAY, 9 *MAY*, 1895.

The Committee met at 1·30 p.m.

MEMBERS PRESENT:—

Thomas Thomson Ewing, Esq., Chairman.

The Hon. Frederick Thomas Humphery,	James Hayes, Esq.,
The Hon. William Joseph Trickett,	Robert Henry Levien, Esq.,
The Hon. James Hoskins,	John Moore Chanter, Esq.,
The Hon. John Davies, C.M.G.,	Charles Alfred Lee, Esq.,
The Hon. Charles James Roberts, C.M.G.,	James Gormly, Esq.,

Edmund William Molesworth, Esq.

The minutes of the previous meeting were read, and confirmed.

The adjourned debate on the following motion, moved by Mr. Davies, was resumed:—"That, in the opinion of the Committee, it is expedient the proposed Harbour Improvements at Newcastle, referred to the Committee by the Legislative Assembly, be carried out, by repairing the southern breakwater to the extent of 200 feet washed away, and extending that breakwater for a further 300 feet, by constructing the first section only of the northern breakwater for the present, and by constructing the southern guide-wall as proposed."

On the motion of Mr. Trickett, seconded by Mr. Gormly, the motion was amended by the omission of the words "for the present," and the motion as amended was passed on the following division:—

Ayes, 7.	Noes, 4.
Mr. Ewing,	Mr. Humphery,
Mr. Davies,	Mr. Trickett,
Mr. Roberts,	Mr. Hoskins,
Mr. Hayes,	Mr. Chanter,
Mr. Lee,	
Mr. Gormly,	
Mr. Molesworth.	

Mr. Trickett's notice of motion for the closing of the evidence on the proposed Railway from Parkes to Condobolin was postponed.

The Committee adjourned, at eleven minutes to 4, until half-past 1 o'clock p.m. on Friday, the following day.

FRIDAY, 10 *MAY*, 1895.

The Committee met at 1·30 p.m.

MEMBERS PRESENT:—

Thomas Thomson Ewing, Esq., Chairman.

The Hon. Frederick Thomas Humphery,	James Hayes, Esq.,
The Hon. William Joseph Trickett,	Robert Henry Levien, Esq.,
The Hon. James Hoskins,	John Moore Chanter, Esq.,
The Hon. John Davies, C.M.G.,	Charles Alfred Lee, Esq.,
The Hon. Charles James Roberts, C.M.G.,	James Gormly, Esq.,

Edmund William Molesworth, Esq.

The minutes of the previous meeting were read, and confirmed.

The Committee further considered the proposed railway from Parkes to Condobolin.

Henry

Henry Deane, Esq., Engineer-in-Chief, Railway Construction Branch, Department of Public Works, was sworn, and further examined.

Mr. Trickett moved,—"That the Committee proceed to consider the evidence on the proposed Railway from Parkes to Condobolin, with a view to reporting on the subject to the Legislative Assembly."

The motion was seconded by Mr. Davies, and passed.

Mr. Trickett moved,—"That, in the opinion of the Committee, it is expedient that the proposed Railway from Parkes to Condobolin, referred to the Committee by the Legislative Assembly, be constructed *via* Bogan Gate, at a cost not exceeding £2,100 a mile, including the cost of land resumption."

Mr. Molesworth seconded the motion.

Mr. Chanter moved,—"That the motion be amended by omitting the words 'Bogan Gate' with a view to insert the word 'Trundle'."

The debate was adjourned.

The Committee adjourned, at thirty-seven minutes past 3, until half-past 1 o'clock p.m. on Tuesday, 14 May.

TUESDAY, 14 *MAY*, 1895.

The Committee met at 1·30 p.m.

MEMBERS PRESENT:—

Thomas Thomson Ewing, Esq., Chairman.

The Hon. Frederick Thomas Humphery,	James Hayes, Esq.,
The Hon. William Joseph Trickett,	John Moore Chanter, Esq.,
The Hon. James Hoskins,	Charles Alfred Lee, Esq.,
The Hon. John Davies, C.M.G.,	James Gormly, Esq.,
The Hon. Charles James Roberts, C.M.G.,	Edmund William Molesworth, Esq.

The minutes of the previous meeting were read, and confirmed.

The Secretary read the following correspondence:—

Letter from Captain James Skinner, steamship "Namoi," with reference to the proposed Harbour Improvements at Newcastle.

The correspondence was received.

The adjourned debate upon the motion of Mr. Trickett,—"That, in the opinion of the Committee, it is expedient that the proposed Railway from Parkes to Condobolin, referred to the Committee by the Legislative Assembly, be constructed *via* Bogan Gate, at a cost not exceeding £2,100 a mile, including the cost of land resumption," upon which Mr. Chanter had moved, as an amendment, the omission of the words "Bogan Gate," with a view to the insertion of the word "Trundle,"—was resumed.

The amendment was negatived on the following division upon the question,—"That the words proposed to be omitted stand part of the motion":—

Ayes, 10.	Noes, 1.
Mr. Ewing,	Mr. Chanter.
Mr. Humphery,	
Mr. Trickett,	
Mr. Hoskins,	
Mr. Davies,	
Mr. Roberts,	
Mr. Hayes,	
Mr. Lee,	
Mr. Gormly,	
Mr. Molesworth.	

Mr. Lee moved,—"That the motion be amended by the addition of the following words:—'as soon as the resumption of Crown lands along the route has been determined.'"

The amendment was seconded by Mr. Davies, and negatived on the following division upon the question,—"That the words proposed to be added be so added":—

Ayes, 2.	Noes, 9.
Mr. Davies,	Mr. Ewing,
Mr. Lee.	Mr. Humphery,
	Mr. Trickett,
	Mr. Hoskins,
	Mr. Roberts,
	Mr. Hayes,
	Mr. Chanter,
	Mr. Gormly,
	Mr. Molesworth.

The motion was then passed on the following division:—

Ayes, 9.	Noes, 2.
Mr. Ewing,	Mr. Davies,
Mr. Humphery,	Mr. Lee.
Mr. Trickett,	
Mr. Hoskins,	
Mr. Roberts,	
Mr. Hayes,	
Mr. Chanter,	
Mr. Gormly,	
Mr. Molesworth.	

The Committee adjourned, at twenty-five minutes past 3, until half-past 1 o'clock p.m. on Wednesday, the following day.

WEDNESDAY,

WEDNESDAY, 15 *MAY*, 1895.

The Committee met at 1·30 p.m.

MEMBERS PRESENT:—

Thomas Thomson Ewing, Esq., Chairman,

The Hon. Frederick Thomas Humphery,	James Hayes, Esq.,
The Hon. William Joseph Trickett,	Robert Henry Levien, Esq.,
The Hon. James Hoskins,	John Moore Chanter, Esq.,
The Hon. John Davies, C.M.G.,	Charles Alfred Lee, Esq.,
The Hon. Charles James Roberts, C.M.G.,	James Gormly, Esq.,

Edmund William Molesworth, Esq.

The minutes of the previous meeting were read, and confirmed.

The Committee proceeded to consider their Report to the Legislative Assembly on the proposed Harbour Improvements at Newcastle.

Clause 1 was passed.

Clause 2.—Description of Departmental scheme.

Mr. Lee moved,—"That the clause be amended, by the omission from the end of the words, 'and though there may be deeper water north of it the proximity of the breakwater will, except under the most favourable conditions, prevent vessels from using that deeper water without risk.'"

The amendment was seconded by Mr. Molesworth, and negatived on the following division:—

Ayes, 4.	Noes, 7.
Mr. Trickett,	Mr. Ewing,
Mr. Hoskins,	Mr. Humphery,
Mr. Lee,	Mr. Davies,
Mr. Molesworth.	Mr. Roberts,
	Mr. Hayes,
	Mr. Chanter,
	Mr. Gormly.

The clause was then passed.

Clauses 3–9 were passed.

The Committee adjourned, at twenty-eight minutes past 3, until half-past 1 o'clock p.m. on Thursday, the following day.

THURSDAY, 16 *MAY*, 1895.

The Committee met at 1·30 p.m.

MEMBERS PRESENT:—

Thomas Thomson Ewing, Esq., Chairman.

The Hon. Frederick Thomas Humphery,	Robert Henry Levien, Esq.,
The Hon. William Joseph Trickett,	John Moore Chanter, Esq.,
The Hon. James Hoskins,	Charles Alfred Lee, Esq.,
The Hon. John Davies, C.M.G.,	James Gormly, Esq.,
The Hon Charles James Roberts, C.M.G.,	Edmund William Molesworth, Esq.

The minutes of the previous meeting were read, and confirmed.

The following account was passed for payment—

W. J. Rainbow—Reading and correcting printer's proofs of evidence £6 9 0

The Committee further considered their Report to the Legislative Assembly on the proposed Harbour Improvements at Newcastle.

Clause 10.—The bar at the harbour entrance.

Mr. Humphery moved,—"That the clause be amended by omitting after the words 'before its completion' the words 'by deepening the water.'"

The amendment was passed on the following division:—

Ayes, 6.	Noes, 5.
Mr. Ewing,	Mr. Trickett,
Mr. Humphery,	Mr. Davies,
Mr. Hoskins,	Mr. Roberts,
Mr. Chanter,	Mr. Levien,
Mr. Gormly,	Mr. Lee.
Mr. Molesworth.	

The clause as amended was then passed.

Clause 11 was passed.

Clause 12.—Committee's recommendation.

Mr. Davies moved,—"That the clause be amended by omitting the words 'to a point opposite Nobby's'."

The amendment was negatived on the following division:—

Ayes, 2.	Noes, 9.
Mr. Davies,	Mr. Ewing,
Mr. Roberts.	Mr. Humphery,
	Mr. Trickett,
	Mr. Hoskins,
	Mr. Levien,
	Mr. Chanter,
	Mr. Lee,
	Mr. Gormly,
	Mr. Molesworth.

Mr. Davies moved,—"That the clause be amended by omitting the words 'suggest that the repairs and extension of the southern breakwater be the first work proceeded with.'"

The

The amendment was negatived on the following division :—

Ayes, 3.	Noes, 8.
Mr. Davies,	Mr. Ewing,
Mr. Roberts,	Mr. Humphery,
Mr. Lee.	Mr. Trickett,
	Mr. Hoskins,
	Mr. Levien,
	Mr. Chanter,
	Mr. Gormly,
	Mr. Molesworth.

Mr. Trickett moved,—"That the clause be amended by omitting the words 'but if that course should be regarded by the Department as undesirable, both breakwaters should be carried on simultaneouly, and in order that the effect of the southern breakwater upon the bar and in relation to the northern work may be properly ascertained.'"

The amendment was negatived on the following division :—

Ayes, 4.	Noes, 7.
Mr. Ewing,	Mr. Hoskins,
Mr. Humphery,	Mr. Davies,
Mr. Trickett,	Mr. Roberts,
Mr. Chanter.	Mr. Levien,
	Mr. Lee,
	Mr. Gormly,
	Mr. Molesworth.

Mr. Davies moved,—"That the clause be amended by omitting the words 'the Committee recommend that the northern breakwater be not extended beyond a point opposite Nobby's until the southern breakwater has been completed.'"

The amendment was negatived on the following division :—

Ayes, 5.	Noes, 6.
Mr. Humphery,	Mr. Ewing,
Mr. Davies,	Mr. Trickett,
Mr. Roberts,	Mr. Hoskins,
Mr. Levien,	Mr. Chanter,
Mr. Lee.	Mr. Gormly,
	Mr. Molesworth.

The clause was passed on the following division :—

Ayes, 9.	Noes, 2.
Mr. Ewing,	Mr. Davies,
Mr. Humphery,	Mr. Roberts.
Mr. Trickett,	
Mr. Hoskins,	
Mr. Levien,	
Mr. Chanter,	
Mr. Lee,	
Mr. Gormly,	
Mr. Molesworth.	

The remaining clauses and the preamble of the Report were passed, the Report was adopted, and the Chairman was authorised to sign it for presentation to the Legislative Assembly.

The Committee adjourned at 24 minutes past 3 until half past 1 o'clock p.m. on Friday, the following day.

FRIDAY, 17 *MAY*, 1895.

The Committee met at 1·30 p.m.

MEMBERS PRESENT :—

Thomas Thomson Ewing, Esq., Chairman.

The Hon. Frederick Thomas Humphery,	James Hayes, Esq.,
The Hon. William Joseph Trickett,	Robert Henry Levien, Esq.,
The Hon. James Hoskins,	John Moore Chanter, Esq.,
The Hon. John Davies, C.M.G.,	Charles Alfred Lee, Esq.,
The Hon. Charles James Roberts, C.M.G.,	James Gormly, Esq.,

Edmund William Molesworth, Esq.

The minutes of the previous meeting were read, and confirmed.

The Committee proceeded to consider the proposed Railway from Temora to Wyalong.

The Secretary read the Report of the Committee previous to the present on the proposed Railway, dated 28 May, 1894.

Joseph Barling, Esq., Under Secretary, Department of Public Works, was sworn, and examined.

Mr. Trickett gave notice that he would move at the next meeting of the Committee,—"That the evidence taken before the Parliamentary Standing Committee on Public Works and a Sectional Committee thereof, in the months of April and May, 1894, be considered by this Committee in connection with the present inquiry."

The Committee adjourned at 25 minutes past 3, until half past 1 o'clock p.m. on Tuesday 21 May.

TUESDAY,

TUESDAY, 21 *MAY*, 1895.

The Committee met at 1·30 p.m.

MEMBERS PRESENT:—

Thomas Thomson Ewing, Esq., Chairman.

The Hon. Frederick Thomas Humphery,	James Hayes, Esq.,
The Hon. William Joseph Trickett,	Robert Henry Levien, Esq.,
The Hon. James Hoskins,	John Moore Chanter, Esq.,
The Hon. John Davies, C.M.G.,	Charles Alfred Lee, Esq.,
The Hon. Charles James Roberts, C.M.G.,	James Gormly, Esq.,

Edmund William Molesworth, Esq.

The minutes of the previous meeting were read, and confirmed.

The Committee proceeded to consider their Report to the Legislative Assembly on the proposed Railway from Parkes to Condobolin.

The clauses and the preamble of the Report were passed.

The Report was adopted, and the Chairman was authorised to sign it for presentation to the Legislative Assembly, on the the following division:—

Ayes, 9.	Noes, 2
Mr. Ewing,	Mr. Davies,
Mr. Humphery,	Mr. Lee.
Mr. Trickett,	
Mr. Hoskins,	
Mr. Roberts,	
Mr. Hayes,	
Mr. Chanter,	
Mr. Gormly,	
Mr. Molesworth.	

The Committee adjourned at 20 minutes to 4, until half past 1 o'clock p.m. on Wednesday, the following day.

WEDNESDAY, 22 *MAY*, 1895.

The Committee met at 1·30 p.m.

MEMBERS PRESENT:—

Thomas Thomson Ewing, Esq., Chairman.

The Hon. Frederick Thomas Humphery,	James Hayes, Esq.,
The Hon. William Joseph Trickett,	Robert Henry Levien, Esq.,
The Hon. James Hoskins,	John Moore Chanter, Esq.,
The Hon. John Davies, C.M.G.,	Charles Alfred Lee, Esq.,
The Hon. Charles James Roberts, C.M.G.,	James Gormly, Esq.,

Edward William Molesworth, Esq.

The minutes of the previous meeting were read, and confirmed.

The Committee considered their Report to the Legislative Assembly on the proposed Railway from Parkes to Condobolin, with a view to its recommittal for the further consideration of clause 11—Land resumption in connection with the railway.

The Report was recommitted on the following division:—

Ayes, 9.	Noes, 3.
Mr. Ewing,	Mr. Trickett,
Mr. Humphery,	Mr. Hoskins,
Mr. Davies,	Mr. Lee.
Mr. Roberts,	
Mr. Hayes,	
Mr. Levien,	
Mr. Chanter,	
Mr. Gormly,	
Mr. Molesworth.	

The consideration of clause 11 was postponed.

The Committee further considered the proposed Railway from Temora to Wyalong.

Joseph Barling, Esq., Under Secretary, Department of Public Works, was sworn, and further examined.

Henry Deane, Esq., Engineer-in-Chief, Railway Construction Branch, Department of Public Works, was sworn and examined.

Mr. Trickett's notice of motion with reference to the evidence on the subject of the proposed Railway taken before a previous Committee was postponed.

The Committee adjourned at 35 minutes past 3, until half past 1 o'clock p.m. on Thursday, the following day.

THURSDAY, 23 *MAY*, 1895.

The Committee met at 1·30 p.m.

MEMBERS PRESENT:—

Thomas Thomson Ewing, Esq., Chairman.

The Hon. Frederick Thomas Humphery,	James Hayes, Esq.,
The Hon. William Joseph Trickett,	John Moore Chanter, Esq.,
The Hon. James Hoskins,	Charles Alfred Lee, Esq.,
The Hon. John Davies, C.M.G.,	James Gormly, Esq.,
The Hon. Charles James Roberts, C.M.G.,	Edmund William Molesworth, Esq.

The minutes of the previous meeting were read, and confirmed.

The following account was passed for payment:—

W. J. Rainbow—Reading and correcting printer's proofs of evidence £3 4 6

The

The Committee further considered clause 11 of their Report to the Legislative Assembly on the proposed Railway from Parkes to Condobolin, and an amended clause was passed.

The Report as amended was adopted, and the Chairman was authorised to sign it for presentation to the Legislative Assembly.

The Committee further considered the proposed Railway from Temora to Wyalong.

Mr. Trickett moved,—"That the evidence taken before the Parliamentary Standing Committee on Public Works and a Sectional Committee thereof, in the months of April and May, 1894, be considered by this Committee in connection with the present inquiry."

The motion was seconded by Mr. Davies, and passed.

Henry Deane, Esq., Engineer-in-Chief, Railway Construction Branch, Department of Public Works, was sworn, and further examined.

The Committee adjourned at half past 3, until half past 1 o'clock p.m., on Tuesday, 28 May.

TUESDAY, 28 *MAY*, 1895.

The Committee met at 1·30 p.m.

MEMBERS PRESENT:—

Thomas Thomson Ewing, Esq., Chairman.

The Hon. Frederick Thomas Humphery,	James Hayes, Esq.,
The Hon. William Joseph Trickett,	Robert Henry Levien, Esq.,
The Hon. James Hoskins,	John Moore Chanter, Esq.,
The Hon. John Davies, C.M.G.,	Charles Alfred Lee, Esq.,
The Hon. Charles James Roberts, C.M.G.,	James Gormly, Esq.,

Edmund William Molesworth, Esq.

The minutes of the previous meeting were read, and confirmed.

The Committee further considered the proposed Railway from Temora to Wyalong.

Hugh McLachlan, Esq., Secretary to the Railway Commissioners, and Percy Scarr, Esq., Principal Assistant Engineer, Roads and Bridges Branch, Department of Public Works, were sworn, and examined.

The Committee adjourned at half past 3, until half past 1 o'clock p.m. on Wednesday, the following day.

WEDNESDAY, 29 *MAY*, 1895.

The Committee met at 1·30 p.m.

MEMBERS PRESENT:—

Thomas Thomson Ewing, Esq., Chairman.

The Hon. Frederick Thomas Humphery,	James Hayes, Esq.,
The Hon. William Joseph Trickett,	Robert Henry Levien, Esq.,
The Hon. James Hoskins,	John Moore Chanter, Esq.,
The Hon. John Davies, C.M.G.,	Charles Alfred Lee, Esq.,
The Hon. Charles James Roberts, C.M.G.,	James Gormly, Esq.,

Edmund William Molesworth, Esq.

The minutes of the previous meeting were read, and confirmed.

The Committee further considered the proposed Railway from Temora to Wyalong.

Percy Scarr, Esq., Principal Assistant Engineer, Roads and Bridges Branch, Department of Public Works, was sworn, and further examined.

John Harper, Esq., Goods Superintendent, Department of Railways, was sworn, and examined.

The Committee adjourned at half past 3, until half past 1 o'clock p.m. on Thursday, the following day.

THURSDAY, 30 *MAY*, 1895.

The Committee met at 1·30 p.m.

MEMBERS PRESENT:—

Thomas Thomson Ewing, Esq., Chairman.

The Hon. Frederick Thomas Humphery,	James Hayes, Esq.,
The Hon. William Joseph Trickett,	John Moore Chanter, Esq.,
The Hon. James Hoskins,	Charles Alfred Lee, Esq.,
The Hon. John Davies, C.M.G.,	James Gormly, Esq.,
The Hon. Charles James Roberts, C.M.G.,	Edmund William Molesworth, Esq.

The minutes of the previous meeting were read, and confirmed.

The Committee further considered the proposed Railway from Temora to Wyalong.

Reverend John Milne Curran, Lecturer in Geology, Technical Education Branch, Department of Public Instruction, and Hugh Giffen McKinney, Esq., Chief Engineer, Water Conservation Branch, Department of Mines, were sworn, and examined.

The Committee adjourned at 20 minutes to 4, until half past 1 o'clock p.m. on Friday, the following day.

FRIDAY,

FRIDAY, 31 *MAY*, 1895.

The Committee met at 1·30 p.m.

MEMBERS PRESENT:—

Thomas Thomson Ewing, Esq., Chairman.

The Hon. Frederick Thomas Humphery,	James Hayes, Esq.,
The Hon. William Joseph Trickett,	Robert Henry Levien, Esq.,
The Hon. James Hoskins,	John Moore Chanter, Esq.,
The Hon. John Davies, C.M.G.,	Charles Alfred Lee, Esq.,
The Hon. Charles James Roberts, C.M.G.,	James Gormly, Esq.,

Edmund William Molesworth, Esq.

The minutes of the previous meeting were read, and confirmed.

The Committee further considered the proposed Railway from Temora to Wyalong.

Hugh Giffen McKinney, Esq., Chief Engineer, Water Conservation Branch, Department of Mines, was sworn, and further examined.

Arthur James Stopps, Esq., Acting Chief Draftsman, Department of Lands, was sworn, and examined.

Mr. Hayes gave notice that he would move at the next meeting of the Committee,—"That the Committee proceed to consider the evidence on the proposed Railway from Temora to Wyalong, with a view to reporting on the subject to the Legislative Assembly."

The Committee adjourned at 3 o'clock, until half past 1 o'clock p.m. on Tuesday, 4 June.

TUESDAY, 4 *JUNE*, 1895.

The Committee met at 1·30 p.m.

MEMBERS PRESENT:—

Thomas Thomson Ewing, Esq., Chairman.

The Hon. Frederick Thomas Humphery,	James Hayes, Esq.,
The Hon. William Joseph Trickett,	Robert Henry Levien, Esq.,
The Hon. James Hoskins,	John Moore Chanter, Esq.,
The Hon. John Davies, C.M.G.,	Charles Alfred Lee, Esq.,
The Hon. Charles James Roberts, C.M.G.,	James Gormly, Esq.,

Edmund William Molesworth, Esq.

The minutes of the previous meeting were read, and confirmed.

The Secretary read the following correspondence:—

Letter from Mr. Charles L. Garland, with reference to his giving evidence in the Committee's inquiry respecting the proposed Railway from Temora to Wyalong.

The correspondence was received.

The following account was passed for payment:—

Parkes Independent, advertising visit of Sectional Committee on the proposed Railway from Parkes to Condobolin £1 10 0

The Committee further considered the proposed Railway from Temora to Wyalong.

Charles Launcelot Garland, Esq., was sworn, and examined.

The consideration of Mr. Hayes' notice of motion for closing the evidence in the inquiry was postponed.

The Committee adjourned at 35 minutes past 3, until half past 1 o'clock p.m. on Wednesday, the following day.

WEDNESDAY, 5 *JUNE*, 1895.

The Committee met at 1·30 p.m.

MEMBERS PRESENT:—

Thomas Thomson Ewing, Esq., Chairman.

The Hon. Frederick Thomas Humphery,	James Hayes, Esq.,
The Hon. William Joseph Trickett,	Robert Henry Levien, Esq.,
The Hon. James Hoskins,	John Moore Chanter, Esq.,
The Hon. John Davies, C.M.G.,	Charles Alfred Lee, Esq.,
The Hon. Charles James Roberts, C.M.G.,	James Gormly, Esq.,

Edmund William Molesworth, Esq.

The minutes of the previous meeting were read, and confirmed.

The Committee further considered the proposed Railway from Temora to Wyalong.

Thomas Kennedy, Esq., surveyor, Railway Construction Branch, Department of Public Works, was sworn, and examined.

Mr. Hayes moved,—"That the Committee proceed to consider the evidence on the proposed Railway from Temora to Wyalong, with a view to reporting on the subject to the Legislative Assembly."

Mr. Trickett seconded the motion.

Mr. Levien moved,—"That the motion be amended by the omission of all the words after the word 'That,' with a view to the insertion of the words 'a Sectional Committee be appointed to inspect, take evidence, and report with reference to the proposed Railway from Temora to Wyalong.'"

The amendment was seconded by Mr. Chanter, and passed on the following division:—

Ayes, 8.	Noes, 4.
Mr. Ewing,	Mr. Humphery,
Mr. Davies,	Mr. Trickett,
Mr. Roberts,	Mr. Hoskins,
Mr. Levien,	Mr. Hayes.
Mr. Chanter,	
Mr. Lee,	
Mr. Gormly,	
Mr. Molesworth.	

Mr. Levien moved,—"That the Sectional Committee consist of Mr. Ewing, Mr. Davies, Mr. Roberts, Mr. Lee, and Mr. Levien."

The motion was seconded by Mr. Chanter, and passed.

The Committee adjourned at 3 o'clock p.m.

THURSDAY, 20 *JUNE*, 1895.

The Committee met at 1·30 p.m.

MEMBERS PRESENT:—

Thomas Thomson Ewing, Esq., Chairman.

The Hon. Frederick Thomas Humphery,	James Hayes, Esq.,
The Hon. William Joseph Trickett,	Robert Henry Levien, Esq.,
The Hon. James Hoskins,	John Moore Chanter, Esq.,
The Hon. John Davies, C.M.G.,	Charles Alfred Lee, Esq.,
The Hon. Charles James Roberts, C.M.G.,	James Gormly, Esq.,

Edmund William Molesworth, Esq.

The minutes of the previous meeting were read, and confirmed.

The Secretary read the following correspondence:—

Letter from Rev. J. M. Curran, with reference to the question of water supply for Wyalong in connection with the Committee's inquiry respecting the proposed Railway from Temora to Wyalong.

The correspondence was received.

The Committee further considered the proposed Railway from Temora to Wyalong.

Mr. Ewing, as Chairman of the Sectional Committee appointed to inspect, take evidence, and report with reference to the proposed Railway, brought up the Sectional Committee's report, and moved that it be received and printed with the minutes of evidence taken before the Sectional Committee.

The motion was seconded by Mr. Davies, and passed.

Arthur James Stopps, Esq., Acting Chief Draftsman, Department of Lands, and Hugh Giffen McKinney, Esq., Chief Engineer, Water Conservation Branch, Department of Mines, were sworn, and further examined.

Mr. Davies gave notice that he would move at the next meeting of the Committee,—"That the Committee proceed to consider the evidence on the proposed Railway from Temora to Wyalong, with a view to reporting on the subject to the Legislative Assembly."

The Committee adjourned at 35 minutes past 3, until half past 1 o'clock p.m. on Tuesday, 25 June.

TUESDAY, 25 *JUNE*, 1895.

The Committee met at 1·30 p.m.

MEMBERS PRESENT:—

Thomas Thomson Ewing, Esq., Chairman.

The Hon. Frederick Thomas Humphery,	James Hayes, Esq.,
The Hon. William Joseph Trickett,	Robert Henry Levien, Esq.,
The Hon. James Hoskins,	John Moore Chanter, Esq.,
The Hon. John Davies, C.M.G.,	Charles Alfred Lee, Esq.,
The Hon. Charles James Roberts, C.M.G.,	James Gormly, Esq.,

Edmund William Molesworth, Esq.

The minutes of the previous meeting were read, and confirmed.

The Secretary read the following correspondence:—

Letter from the Clerk of the Legislative Assembly informing the Committee of the passing, by the Assembly, of a resolution referring to the Committee for consideration and report the expediency of constructing a line of Tramway from Woolwich to the Field of Mars Common.

Letter from Mr. John Gordon, Resident Engineer for Roads, Temora, with reference to his evidence before the Sectional Committee on the proposed Railway from Temora to Wyalong.

Report from Mr. John Richmond, Staff Surveyor, Wyalong, upon Crown land and alienated land within a radius of 20 miles of Wyalong, in connection with the Committee's inquiry respecting the proposed Railway from Temora to Wyalong.

The correspondence was received.

The following accounts were passed for payment:—

	£	s.	d.
Farmer and Company—Covering for office use	2	5	0
Condobolin Argus—Advertising visit of Sectional Committee on the proposed Railway from Parkes to Condobolin	0	18	0
Total	£3	3	0

The Committee further considered the proposed Railway from Temora to Wyalong.

Percy Scarr, Esq., Principal Assistant Engineer, Roads and Bridges Branch, Department of Public Works, was sworn, and further examined.

The consideration of Mr. Davies' notice of motion for closing the evidence in the inquiry was postponed.

The Committee proceeded to consider the proposed Tramway from Woolwich to the Field of Mars Common, and the Secretary read a report upon the proposed tramway by Mr. E. B. Price, M.I.C.E., Supervising Engineer, Harbours and Rivers Branch, Department of Public Works.

The Committee adjourned at 10 minutes past 3, until half past 1 o'clock p.m. on Wednesday, the following day.

WEDNESDAY,

WEDNESDAY, 26 *JUNE*, 1895.

The Committee met at 1·30 p.m.

MEMBERS PRESENT:—

Thomas Thomson Ewing, Esq., Chairman.

The Hon. Frederick Thomas Humphery,	James Hayes, Esq.,
The Hon. William Joseph Trickett,	Robert Henry Levien, Esq.,
The Hon. James Hoskins,	John Moore Chanter, Esq.,
The Hon. John Davies, C.M.G.,	Charles Alfred Lee, Esq.,
The Hon. Charles James Roberts, C.M.G.,	James Gormly, Esq.,

Edmund William Molesworth, Esq.

The minutes of the previous meeting were read, and confirmed.

Mr. Davies moved,—"That the Committee proceed to consider the evidence on the proposed Railway from Temora to Wyalong, with a view to reporting on the subject to the Legislative Assembly."

The motion was seconded by Mr. Humphery, and passed.

Mr. Davies moved,—"That, in the opinion of the Committee, it is not expedient the proposed Railway from Temora to Wyalong, as referred to the Committee by the Legislative Assembly, be carried out."

The motion was seconded by Mr. Molesworth, and passed.

The Committee further considered the proposed Tramway from Woolwich to the Field of Mars Common.

Joseph Barling, Esq., Under Secretary, Department of Public Works, was sworn, and examined.

The Committee adjourned at half past 3, until half past 1 o'clock p.m. on Thursday, the following day.

THURSDAY, 27 *JUNE*, 1895.

The Committee met at 1·30 p.m.

MEMBERS PRESENT:—

Thomas Thomson Ewing, Esq., Chairman.

The Hon. Frederick Thomas Humphery,	James Hayes, Esq.,
The Hon. William Joseph Trickett,	Robert Henry Levien, Esq.,
The Hon. James Hoskins,	John Moore Chanter, Esq.,
The Hon. John Davies, C.M.G.	Charles Alfred Lee, Esq.,
The Hon. Charles James Roberts, C.M.G.,	James Gormly, Esq.,

Edmund William Molesworth, Esq.

The minutes of the previous meeting were read, and confirmed.

The Committee further considered the proposed Tramway from Woolwich to the Field of Mars Common.

Edward Bellingham Price, Esq., M.I.C.E., Supervising Engineer, Harbours and Rivers Branch, Department of Public Works, was sworn, and examined.

The Committee proceeded to consider their Report to the Legislative Assembly on the proposed Railway from Temora to Wyalong.

Clauses 1 to 8 were passed.

Clause 9.—The proposed Railway, not part of a line to the Lachlan—was passed on the following division:—

Ayes, 7.	Noes, 1.
Mr. Ewing,	Mr. Gormly.
Mr. Humphery,	
Mr. Trickett,	
Mr. Hoskins,	
Mr. Davies,	
Mr. Roberts,	
Mr. Lee.	

Clause 10 was passed.

Clause 11.—Decision of the Committee was passed on the following division:—

Ayes, 7.	Noes, 1.
Mr. Ewing,	Mr. Gormly.
Mr. Humphery,	
Mr. Trickett,	
Mr. Hoskins,	
Mr. Davies,	
Mr. Roberts,	
Mr. Lee.	

The preamble was passed; the report was adopted, and the Chairman was authorised to sign it for presentation to the Legislative Assembly.

The Committee adjourned at 25 minutes to 4, until half past 1 o'clock p.m. on Friday, the following day.

FRIDAY, 28 *JUNE*, 1895.

The Committee met at 1·30 p.m.

MEMBERS PRESENT:—

Thomas Thomson Ewing, Esq., Chairman.

The Hon. Frederick Thomas Humphery,	James Hayes, Esq.,
The Hon. William Joseph Trickett.	Robert Henry Levien, Esq.,
The Hon. James Hoskins,	John Moore Chanter, Esq.,
The Hon. John Davies, C.M.G.,	Charles Alfred Lee, Esq.,
The Hon. Charles James Roberts, C.M.G.,	James Gormly, Esq.,

Edmund William Molesworth, Esq.

The minutes of the previous meeting were read, and confirmed.

The

The Secretary read the following correspondence :—

Letter from Mr. N. Joubert, enclosing copy of a letter from him to the Under Secretary for Public Works, with reference to the proposed Tramway from Woolwich to the Field of Mars Common.

The correspondence was received.

The Committee further considered the proposed Tramway from Woolwich to the Field of Mars Common.

Edward Bellingham Price, Esq., M.I.C.E., Supervising Engineer, Harbours and Rivers Branch, Department of Public Works, was sworn, and further examined.

The Committee adjourned at 5 minutes past 4, until a quarter to 12 o'clock a.m. on Saturday, the following day.

SATURDAY, 29 *JUNE*, 1895.

The Committee met at 11·45 a.m.

MEMBERS PRESENT :—

Thomas Thomson Ewing, Esq., Chairman.

The Hon. Frederick Thomas Humphery,	James Hayes, Esq.
The Hon. William Joseph Trickett,	John Moore Chanter, Esq.,
The Hon. James Hoskins,	Charles Alfred Lee, Esq.,
The Hon. John Davies, C.M.G.,	James Gormly, Esq.,
The Hon. Charles James Roberts, C.M.G.,	Edmund William Molesworth, Esq.

The minutes of the previous meeting were read, and confirmed.

The Secretary read the following correspondence :—

Letter from the Council Clerk of the Municipality of Five Dock, stating that one of the members of the Municipal Council had been appointed to give evidence before the Committee with reference to the proposed Tramway from Woolwich to the Field of Mars Common.

The correspondence was received.

The following account was passed for payment :—

	£	s.	d.
Arthur Blenkin, shorthand writer, accompanying the Sectional Committee on the proposed Railway from Temora to Wyalong	9	15	0

Accompanied by Mr. E. B. Price, Supervising Engineer, Harbours and Rivers Branch, Department of Public Works, the Committee then made a visit of inspection with reference to the proposed Tramway from Woolwich to the Field of Mars Common. Leaving Circular Quay in a steam launch they proceeded as far as the head waters of Tarban Creek, and then steamed up Lane Cove River to Boronia Park Wharf, where they landed and inspected the portion of the Field of Mars Common that would be served by the proposed tramway. Thence they returned along the route of the tramway through Hunter's Hill to Woolwich.

The Committee adjourned until 2 o'clock p.m. on Monday, 1st July.

MONDAY, 1 *JULY*, 1895.

The Committee met at 2 p.m.

MEMBERS PRESENT :—

Thomas Thomson Ewing, Esq., Chairman.

The Hon. Frederick Thomas Humphery,	James Hayes, Esq.,
The Hon. William Joseph Trickett,	Robert Henry Levien, Esq.,
The Hon. James Hoskins,	John Moore Chanter, Esq.,
The Hon. John Davies, C.M.G.,	Charles Alfred Lee, Esq.,
The Hon. Charles James Roberts, C.M.G.,	James Gormly, Esq.,

Edmund William Molesworth, Esq.

The minutes of the previous meeting were read, and confirmed.

The Committee further considered the proposed Tramway from Woolwich to the Field of Mars Common.

Stanley Alexander, Esq., Supervising Engineer, Railway Construction Branch, Department of Public Works, was sworn, and examined.

The Committee adjourned at 3 minutes past 4, until half-past 1 o'clock p.m. on Tuesday, the following day.

TUESDAY, 2 *JULY*, 1895.

The Committee met at 1·30 p.m.

MEMBERS PRESENT :—

Thomas Thomson Ewing, Esq., Chairman.

The Hon. Frederick Thomas Humphery,	James Hayes, Esq.,
The Hon. William Joseph Trickett,	Robert Henry Levien, Esq.,
The Hon. James Hoskins,	John Moore Chanter, Esq.,
The Hon. John Davies, C.M.G.,	Charles Alfred Lee, Esq.,
The Hon. Charles James Roberts, C.M.G.,	James Gormly, Esq.,

Edmund William Molesworth, Esq.

The minutes of the previous meeting were read, and confirmed.

The Secretary read the following correspondence :—

Letter from Mr. H. M. Makinson, submitting the names of witnesses for examination in the Committee's inquiry with reference to the proposed Tramway from Woolwich to the Field of Mars Common.

The correspondence was received.

The Committee further considered the proposed Tramway from Woolwich to the Field of Mars Common.

Henry Deane, Esq., Engineer-in-Chief, Railway Construction Branch, Department of Public Works, and Hugh McLachlan, Esq., Secretary to the Railway Commissioners, was sworn, and examined.

The Committee adjourned at 33 minutes past 3, until half-past 1 o'clock p.m. on Wednesday, the following day.

WEDNESDAY,

WEDNESDAY, 3 *JULY*, 1895.

The Committee met at 1·30 p.m.

MEMBERS PRESENT:—

Thomas Thomson, Ewing, Esq., Chairman.

The Hon. Frederick Thomas Humphery,	James Hayes, Esq.,
The Hon. William Joseph Trickett,	Robert Henry Levien, Esq.,
The Hon. James Hoskins,	John Moore Chanter, Esq.,
The Hon. John Davies, C.M.G.,	Charles Alfred Lee, Esq.,
The Hon. Charles James Roberts, C.M.G.,	James Gormly, Esq.,

Edmund William Molesworth, Esq.

The minutes of the previous meeting were read, and confirmed.

The Committee further considered the proposed Tramway from Woolwich to the Field of Mars Common.

John Vernon, Esq., Railway Estate and Property Agent, Department of Railways; and Walter A. Smith, Esq., Resident Engineer, Roads and Bridges Branch, Department of Public Works, were sworn, and examined.

The Committee adjourned at twenty-two minutes past 3, until half-past 1 o'clock, p.m., on Thursday, the following day.

THURSDAY, 4 *JULY*, 1895.

The Committee met at 1·30 p.m.

MEMBERS PRESENT:—

Thomas Thomson Ewing, Esq., Chairman.

The Hon. Frederick Thomas Humphery,	James Hayes, Esq.,
The Hon. William Joseph Trickett,	Robert Henry Levien, Esq.,
The Hon. James Hoskins,	John Moore Chanter, Esq.,
The Hon. John Davies, C.M.G.,	Charles Alfred Lee, Esq.,
The Hon. Charles James Roberts, C.M.G.,	James Gormly, Esq.,

Edmund William Molesworth, Esq.

The minutes of the previous meeting were read, and confirmed.

The secretary read the following correspondence:—

Returns from Mr. John Vernon, Railway Estate and Property Agent, Department of Railways, and Mr. E. B. Price, Supervising Engineer, Harbours and Rivers Branch, Department of Public Works, with reference to the proposed Tramway from Woolwich to the Field of Mars Common.

The correspondence was received.

The following account was passed for payment:—P. Page, hire of vehicles for Committee on visit of inspection with reference to the proposed Tramway from Woolwich to the Field of Mars Common, £1 17s. 6d.

The Committee further considered the proposed Tramway from Woolwich to the Field of Mars Common.

Robert Henry DuLow, Esq., Officer-in-Charge of the Lease Division, Department of Lands; and Charles Edward Jeanneret, Esq., were sworn, and examined.

The Committee adjourned at a quarter to 4, until half-past 1 o'clock, p.m., on Friday, the following day.

FRIDAY, 5 *JULY*, 1895.

The Committee met at 10·50 a.m.

MEMBERS PRESENT:—

Thomas Thomson Ewing, Esq., Chairman.

The Hon. Frederick Thomas Humphery,	James Hayes, Esq.,
The Hon. William Joseph Trickett,	Robert Henry Levien, Esq.,
The Hon. James Hoskins,	John Moore Chanter, Esq.,
The Hon. John Davies, C.M.G.,	Charles Alfred Lee, Esq.,
The Hon. Charles James Roberts, C.M.G.,	James Gormly, Esq.,

Edmund William Molesworth, Esq.

The minutes of the previous meeting were read, and confirmed.

The following account was passed for payment:—George Baumann, £2 11s. 6d.

The Committee proceeded to consider their Tenth General Report to His Excellency the Governor.

The Report was adopted, and the Chairman was authorised to sign it for presentation to His Excellency the Governor.

The Committee, at 5 minutes past 11 o'clock, then adjourned.

PARLIAMENTARY STANDING COMMITTEE ON PUBLIC WORKS.

SECTIONAL COMMITTEE.

Railway from Jerilderie to Berrigan.

MINUTES OF PROCEEDINGS.

MINUTES of the Proceedings of the Sectional Committee of the Parliamentary Standing Committee on Public Works, appointed on Tuesday, 8 January, 1895, to inspect, take evidence, and report with reference to the proposed Railway from Jerilderie to Berrigan:—

SATURDAY, 12 *JANUARY*, 1895.

The Sectional Committee met at the "Royal Hotel," Jerilderie, at 8 p.m.

MEMBERS PRESENT:—

The Hon. John Davies, C.M.G., | Thomas Thomson Ewing, Esq.,
The Hon. Charles James Roberts, C.M.G., | Charles Alfred Lee, Esq.,
James Gormly, Esq.

Resolved, on motion by Mr. Davies, seconded by Mr. Lee, that Thomas Thomson Ewing, Esq., do take the Chair of this Sectional Committee.

The Committee, at 8·15 p.m., adjourned until Monday, 14 January, at 10 a.m.

MONDAY, 14 *JANUARY*, 1895.

The Sectional Committee met at the Court-house, Jerilderie, at 10 a.m.

MEMBERS PRESENT:—

Thomas Thomson Ewing, Esq., Chairman.

The Hon John Davies, C.M.G., | Charles Alfred Lee, Esq.,
The Hon. Charles James Roberts, C.M.G., | James Gormly, Esq.

The minutes of the previous meeting were read, and confirmed.

A letter was read from Mr. James Fulton, manager of Wonnamurra station, to the effect that he was not then in a position to afford the Committee information as to the intentions of Messrs. Peterson and Sargood in regard to the suggested transfer to the Government, free of charge, of the land within their holding required for the construction of the proposed railway.

The letter was received.

The Sectional Committee proceeded to consider the proposed Railway from Jerilderie to Berrigan.

The following witnesses were sworn, and examined:—Mr. Gerald Butler Beere, Mr. Frederick Paul, Mrs. Ellen Horgen, Mr. James Docharty, Mr. Thomas Walter Wise, Mr. William Douglas Drummond, Miss Margaret Harvey, Mrs. Eliza Jane Spriggs, and Mr. John Carroll.

The Committee proceeded to inspect the proposed junction of the surveyed line to Berrigan with the present terminus at Jerilderie.

The Committee, at 4·45 p.m., adjourned until 10 a.m. on the following day.

TUESDAY, 15 *JANUARY*, 1895.

The Sectional Committee met at the Court-house, Jerilderie, at 10 a.m.

MEMBERS PRESENT:—

Thomas Thomson Ewing, Esq., Chairman.

The Hon. John Davies, C.M.G., | Charles Alfred Lee, Esq.,
The Hon. Charles James Roberts, C.M.G., | James Gormly, Esq.

The minutes of the previous meeting were read, and confirmed.

The Sectional Committee further considered the proposed Railway from Jerilderie to Berrigan.

The following witnesses were sworn, and examined:—Mr. Thomas Walter Wise, Mr. Joseph Thomas Mawson, and Mr. John Dykes.

The Committee adjourned at 12·30 p.m.

WEDNESDAY, 16 *JANUARY*, 1895.

The Sectional Committee met at the Royal Hotel, Jerilderie, at 8·30 a.m.

MEMBERS PRESENT:—

Thomas Thomson Ewing, Esq., Chairman.

The Hon. John Davies, C.M.G., | Charles Alfred Lee, Esq.,
The Hon. Charles James Roberts, C.M.G., | James Gormly, Esq.

The Sectional Committee further considered the proposed Railway from Jerilderie to Berrigan.

Mr. Joseph Augustus Thomas Rochfort was sworn, and examined.

The Committee adjourned at 9 a.m.

WEDNESDAY,

WEDNESDAY, 16 *JANUARY*, 1895.

The Sectional Committee met at the Public Hall, Berrigan, at 3 p.m.

MEMBERS PRESENT:—

Thomas Thomson Ewing, Esq., Chairman.

The Hon. John Davies, C.M.G., | Charles Alfred Lee, Esq.,
The Hon. Charles James Roberts, C.M.G., | James Gormly, Esq.

The Sectional Committee further considered the proposed Railway from Jerilderie to Berrigan.

The following witnesses were sworn, and examined:—Mr. Emanuel James Gorman, Mr. William James Greggery, Mr. Patrick M'Farland, Mr. Andrew Rutherford Brown, Mr. Patrick Connell, and Mr. Robert M'Geoch.

The Committee adjourned at 6·15 p.m. until 10 a.m. on Thursday, the following day.

THURSDAY, 17 *JANUARY*, 1895.

The Sectional Committee met at the Public Hall, Berrigan, at 10 a.m.

MEMBERS PRESENT:—

Thomas Thomson Ewing, Esq., Chairman.

The Hon. John Davies, C.M.G., | Charles Alfred Lee, Esq.,
The Hon. Charles James Roberts, C.M.G., | James Gormly, Esq.

The minutes of the previous meeting were read, and confirmed.

A letter was read from Mr. P. A Dunne, Secretary to the Tocumwal Progress Association, requesting the Committee to visit Tocumwal and take evidence there with reference to railway extension in the district.

Resolved, on the motion of Mr. Lee, seconded by Mr. Davies,—"That the Tocumwal Association be informed that the Committee regret their inability to visit Tocumwal, the question of railway extension in that district being beyond the scope of their inquiry."

The Sectional Committee further considered the proposed Railway from Jerilderie to Berrigan.

The following witnesses were sworn, and examined:—Mr. John Jamieson, Mr. John Curtis Drummond, Hon. Rupert Clement George Carington, Mr. Herbert Royse Lysaght, Mr. Roderick M'Donald, Mr. John Jones, Mr. John Dickie, Mr. James Pyle, Mr. George Whiting.

The Committee adjourned at 12·40 p.m.

FRIDAY, 18 *JANUARY*, 1895.

The Sectional Committee met at the Public Hall, Finley, at 11·30 a.m.

MEMBERS PRESENT:—

Thomas Thomson Ewing, Esq., Chairman.

The Hon. John Davies, C.M.G., | Charles Alfred Lee, Esq.,
The Hon. Charles James Roberts, C.M.G., | James Gormly, Esq.

The minutes of the previous meeting were read, and confirmed.

The Sectional Committee further considered the proposed Railway from Jerilderie to Berrigan.

The following witnesses were sworn, and examined:—Mr. William Blair, Mr. Walter James Burbury, Mr. Frank Faulkner, Mr. John Howe, Mr. Matthew George Hamilton, Mr. George Robinson Jeffries, Mr. Charles M'Alister, Mr. Charles Uphill.

The Committee adjourned at 3·45 p.m.

FRIDAY, 18 *JANUARY*, 1895.

The Sectional Committee met at the Federal Hall, Berrigan, at 9 p.m.

MEMBERS PRESENT:—

Thomas Thomson Ewing, Esq., Chairman.

The Hon. John Davies, C.M.G., | Charles Alfred Lee, Esq.,
The Hon. Charles James Roberts, C.M.G., | James Gormly, Esq.

The minutes of the previous meeting were read, and confirmed.

A telegram was read from the Secretary to the Parliamentary Standing Committee on Public Works, Sydney, in reply to a telegram from the Sectional Committee, inquiring whether a certain road passing through the property of Messrs. Peterson and Sargood, at Wonnamurra was Crown land, informing the Committee that the road referred to had not been alienated, and was still included in the pastoral holding.

Mr. Lysaght, Secretary to the Berrigan Progress Association, handed in telegrams from Messrs. Peterson and Sargood, Melbourne, in reply to telegrams which had been sent by him, stating that they had written to Sydney asking for information as to the exact route of the railway and the quantity of land required; that they could not make any offer until they were acquainted with the facts, and that the Committee could decide the matter subject to arrangements with them.

The correspondence was received.

Resolved, on motion by Mr. Davies, seconded by Mr. Lee,—"That a difficulty having arisen in connection with the proposed line of railway, the Chairman of the Sectional Committee, T. T. Ewing, Esq., and J. Gormly, Esq., be requested, in company with the surveyor of the Constructing Branch, Mr. Jamieson, to traverse a suggested deviation through Crown lands to ascertain if the railway could be located thereon, thereby avoiding the resumption of land."

The Committee adjourned at 10·15 p.m.

MONDAY,

MONDAY, 21 *JANUARY*, 1895.

The Sectional Committee met at the Public Hall, Savernake, at 11 a.m.

MEMBERS PRESENT:—

Thomas Thomson Ewing, Esq., Chairman.

The Hon. John Davies, C.M.G., | Charles Alfred Lee, Esq.,
The Hon. Charles James Roberts, C.M.G., | James Gormly, Esq.

The minutes of the previous meeting were read, and confirmed.

The following witnesses were sworn, and examined:—Mr. William Patrick O'Dwyer, Mr. William Miller, Mr. Edmund Daniel O'Dwyer, Mr. Patrick Gorman, Mr. James Smart, Mr. Robert Macfarlane, Mr. Samuel M'Kenry, Mr. Alexander John M'Dougall, Mr. Thomas Joseph O'Dwyer, and Mr. Robert Edward Young.

The Committee adjourned at 1 p.m.

TUESDAY, 22 *JANUARY*, 1895.

The Sectional Committee met at the Criterion Hotel, Yarrawonga, at 10 a.m.

MEMBERS PRESENT:—

Thomas Thomson Ewing, Esq., Chairman.

The Hon. John Davies, C.M.G., | Charles Alfred Lee, Esq.,
The Hon. Charles James Roberts, C.M.G., | James Gormly, Esq.

The minutes of the previous meeting were read, and confirmed.

Mr. Lysaght, Honorary Secretary to the Berrigan Progress Association, forwarded a telegram from Mr. A. C. Wilson, the owner of the Berrigan Estate, in which he stated that he would give the land required for the railway, but that as severance would be a serious matter to him he thought the Committee should consider it and submit a proposition to him.

The telegram was received.

The Chairman submitted a draft report.

Report read.

Resolved, on motion by Mr. Davies, seconded by Mr. Lee,—"That the Report as read be now adopted."

The Committee adjourned at 11·30 a.m.

PARLIAMENTARY STANDING COMMITTEE ON PUBLIC WORKS.

SECTIONAL COMMITTEE.

Railway from Parkes to Condobolin.

MINUTES OF PROCEEDINGS.

MINUTES of Proceedings of the Sectional Committee of the Parliamentary Standing Committee on Public Works, appointed on 19th March, 1895, to inspect, take evidence, and report with reference to the proposed Railway from Parkes to Condobolin:—

The Sectional Committee left Sydney at 8 p.m., on Thursday, 21st March, arrived at Parkes at 10·30 a.m., on Friday, 22nd March, and opened its inquiry at the Court-house, Parkes, at 2 p.m., on the same day.

MEMBERS PRESENT:—

The Hon. William Joseph Trickett, Chairman.

John Moore Chanter, Esq., | James Gormly, Esq.,
Edmund William Molesworth, Esq.

The Committee proceeded to consider the proposed Railway from Parkes to Condobolin.

Mr. Sydney Ephraim Close, Mayor of Parkes; Mr. John Perks, farmer, Cook's Myalls, near Parkes; Mr. Thomas Hamilton, selector, near Parkes; Mr. Alfred Wise, commission agent, Parkes; Mr. John Medlyn, hotel-keeper, Parkes; Mr. Harry Bowditch, journalist, and Secretary to the Parkes Farmers' Association; Mr. John Alexander Rose, commission agent, Parkes; and Mr. George Washington Seaborn, commission agent, Parkes, were sworn, and examined.

The Committee adjourned at 6·15 p.m.

SATURDAY, 23 *MARCH*, 1895.

The Sectional Committee met at the Court-house, Parkes, at 10 a.m.

MEMBERS PRESENT:—

The Hon. William Joseph Trickett, Chairman.

John Moore Chanter, Esq., | James Gormly, Esq.,
Edmund William Molesworth, Esq.

The minutes of the previous meeting were read, and confirmed.

Mr. Herbert Sturge Harwood, land and mining agent, Parkes; Mr. William Beeston Smith, railway station-master, Parkes; Mr. Frank Greenwood Neild, incumbent, Church of England, Parkes; Mr. Robert Thornbury, grazier, Parkes; Mr. Amabla Mazoudier, storekeeper, Parkes; Mr. William Metcalfe, hotel-keeper, Parkes; and Mr. Walter Alfred Lorking, postmaster, Parkes, were sworn, and examined.

The

The Committee at 1 p.m. adjourned until 2·30 p.m., when Mr. John Lohan, manager for Wright, Heaton & Co., Parkes; Mr. John Dodd, produce dealer, Parkes; Mr. Arthur Edgar Newton, Resident Engineer for Roads, Forbes; and Mr. Robert Murphy, police constable, Parkes, were sworn, and examined.

Mr. John Alexander Rose, commission agent, Parkes, and Harry Bowditch, journalist, and secretary to the Parkes Farmers' Association, Parkes, were sworn, and further examined.

Mr. Walter Bland Brown, Crown Lands Agent, Parkes, was called, but having only been in the district a little over a fortnight, was unable to supply the Committee with information.

The Committee adjourned at 5·30. pm.

MONDAY, 25 *MARCH*, 1895.

The Sectional Committee met at Tattersalls Hotel, Parkes, at 8·45 a.m.

MEMBERS PRESENT:—

The Hon. William Joseph Trickett, Chairman.
John Moore Chanter, Esq., | James Gormly, Esq.,
Edmund William Molesworth, Esq.

The minutes of the previous meeting were read, and confirmed.

At 10 a.m. the Committee, accompanied by Mr. T. Kennedy, Surveyor, Railway Construction Branch, Department of Public Works, and Mr. A. E. Newton, Resident Engineer for Roads, Forbes, left Parkes by waggonette for Trundle, *via* Bogan Gate. The road in the vicinity of the proposed line was followed to Bogan Gate, which was reached at 1·30 p.m.

The Committee again met at the Bogan Gate Hotel, at 3 p.m.

Mr. William Todd, sawyer, Bogan Gate, the only witness available, was sworn, and examined.

The Committee left Bogan Gate at 3·30 p.m., reaching Trundle at 6·30 p.m.

TUESDAY, 26 *MARCH*, 1895.

The Sectional Committee met at the Trundle Hotel, at 9 a.m.

MEMBERS PRESENT:—

The Hon. William Joseph Trickett, Chairman.
John Moore Chanter, Esq., | James Gormly, Esq.,
Edmund William Molesworth, Esq.

The minutes of the previous meeting were read, and confirmed.

Subsequently Mr. Gormly, accompanied by Mr. Kennedy, Surveyor, Railway Construction Branch, Department of Public Works, left for Treweekes' Gap, a distance of 15 miles, to inspect that portion of the line suggested by the residents of the Trundle district as the direct route from Parkes to Trundle, and having made the inspection afterwards joined the Committee in their investigation.

Mr. James Pike, pastoralist, Gobondry; Mr. Patrick James Clara, store manager, and secretary to the Trundle Railway League; Mr. Joseph T. R. Stanley, police constable, Trundle; Mr. Henry Alfred Croft, farmer and grazier, Trundle; Mr. John O'Brien, farmer and grazier, near Trundle; Mr. Llewellyn Simmons, farmer and grazier, near Trundle; Mr. Henry Hollibone, estate manager, Trundle (who produced samples of produce grown in the district); Mr. Francis William Gibson, farmer and grazier, Trundle; and Mr. Thomas Carey, farmer and grazier, near Trundle, were sworn, and examined.

The Committee at 1 p.m. adjourned until 2·15 p.m., when Mr. William H. Cannon, grazier, Bullock Creek; Mr. Thomas Loby, grazier, Bullock Creek; Mr. Evan Jones, farmer and grazier, Bullock Creek; Mr. Arthur Clifton, grazier, Rosewood; Mr. George Hutton, grazier, The Troffs, near Trundle; Mr. Charles Metcalfe, storekeeper, Fifield, *via* Trundle; Mr. John Doyle Williamson, farmer, near Condobolin; and Mr. John M'Fadden, post and telegraph master, Trundle, were sworn, and examined.

At 4·15 p.m. the Committee left Trundle for Condobolin, *via* Bogan Gate, the latter place being reached at 6·15 p.m.

WEDNESDAY, 27 *MARCH*, 1895.

The Sectional Committee met at the Bogan Gate Hotel, at 8 a.m.

MEMBERS PRESENT:—

The Hon. William Joseph Trickett, Chairman.
John Moore Chanter, Esq., | James Gormly, Esq.,
Edmund William Molesworth, Esq.

The minutes of the previous meeting were read, and confirmed.

At 8·30 a.m. the Committee accompanied by Mr. Kennedy, Surveyor, Railway Construction Branch, Department of Public Works, and Mr. Newton, Resident Engineer for Roads, Forbes, left Bogan Gate for Condobolin, crossing the proposed line of railway at 2 miles west, and inspecting the proposed route as far as practicable to Condobolin, the latter place being reached at 5·45 p.m.

The Committee called at Mr. Thornbury's camp (about 18 miles from Condobolin), and Mr. Thornbury accompanied them that distance and pointed out and explained the various features of the line.

The Committee again met at the Royal Hotel, Condobolin, at 8 p.m.

Mr. Edward Barton Thornbury, Surveyor, Railway Construction Branch, Department of Public Works, was sworn, and examined.

The Committee adjourned at 9·15 p.m.

 THURSDAY,

THURSDAY, 28 *MARCH*, 1895.

The Sectional Committee met at the Royal Hotel, Condobolin, at 10 a.m.

MEMBERS PRESENT:—

The Hon. William Joseph Trickett, Chairman.

John Moore Chanter, Esq., | James Gormly, Esq.,
Edmund William Molesworth, Esq.

The minutes of the previous meeting were read, and confirmed.

Mr. David Henry Tasker, Mayor of Condobolin; Mr. Arthur James, inspector of stock, Condobolin; Mr. William Silas Bellamy, Postmaster, Condobolin; Mr. Humphery William Grey-Innes, farmer and selector, Condobolin; Mr. Robert Clark, farmer and selector, Melrose; Mr. Archibald Brown, farmer and grazier, Melrose; and Mr. Horace Leighton, farmer, near Condobolin, were sworn, and examined.

The Committee, at 1 p.m., adjourned until 2·30 p.m., when Mr. Robert Officer, manager of Condobolin Station; Mr. Thomas Francis Mooney, grazier, near Condobolin; Mr. James Dawson, farmer and grazier, near Condobolin; Mr. John Dawson, farmer and grazier, Derrawang; Mr. Richard Whitehead, manager of Borambil Station, near Condobolin; Mr. Thomas Watson, storekeeper, Condobolin; Mr. Matthew Bolton, storekeeper, Condobolin; Mr. Alexander Thomas Healey, grazier, Condobolin; Mr. John May, station manager, Condobolin; Mr. John Kane, farmer, Condobolin; Mr. John Bell, farmer; Mr. George Miller Gavell, selector; Mr. Allan Henry Morrow, farmer and grazier; Mr. William John Arthur Pengilly, farmer and grazier; Mr. Peter Kerr, farmer; Mr. John Colin White, council clerk, Condobolin; Mr. Thomas Muldoon, police sergeant, Condobolin, were sworn, and examined.

The Committee, at 6 p.m., adjourned until 8 p.m., when Mr. James Miller, Crown Lands Agent and Clerk of Petty Sessions, Condobolin, was sworn, and examined.

The Committee adjourned at 8·30 p.m.

FRIDAY, 29 *MARCH*, 1895.

The Sectional Committee met at the Royal Hotel, Condobolin, at 9 a.m.

MEMBERS PRESENT:—

The Hon. William Joseph Trickett, Chairman.

John Moore Chanter, Esq., | James Gormly, Esq.,
Edmund William Molesworth, Esq.

The minutes of the previous meeting were read, and confirmed.

At 9·30 a.m. the Committee left Condobolin inspecting on the way the direct route, and reaching Burrawang at 2 p.m.

At 3 p.m. the Committee met at the office of Burrawang Station, when Mr. Frank Alleyn Edols, grazier, Burrawang Station, Mr. Charles Pluis, sheep overseer, Burrawang Station, and Mr. Harry Ingles, Burrawang Station, were sworn, and examined:—

At 4 p.m. the Committee left Burrawang for Bogan Gate, which was reached at 6 p.m.

SATURDAY, 30 *MARCH*, 1895.

At 6 a.m. Mr. Trickett, Mr. Chanter, and Mr. Gormly, accompanied by Mr. Thomas Kennedy, Surveyor, Railway Construction Branch, Department of Public Works, left Bogan Gate for Forbes, *via* Parkes, inspecting a portion of the suggested line to Trundle, *via* Treweeke's Gap, *en route*.

Mr. Molesworth, accompanied by Mr. A. E. Newton, Resident Engineer for Roads, Forbes, proceeded to Forbes by the direct road, and inspected several miles of the surveyed route between Forbes and the Bogan Gate.

The Sectional Committee met at 2·30 p.m. in the Council Chambers, Forbes.

MEMBERS PRESENT:—

The Hon. William Joseph Trickett, Chairman.

John Moore Chanter, Esq., | James Gormly, Esq.,
Edmund William Molesworth, Esq.

The minutes of the previous meeting were read, and confirmed.

Mr. William Thomas, Mayor of Forbes, Mr. William Gibson Dowling, Sheep Inspector for the Sheep District of Forbes, Mr. Joseph B. Raymond, miller, Forbes, Mr. William K. Garnsey, stock and station agent, Forbes, Mr. Luke Kingsmill, Postmaster, Forbes, Mr. Thomas Edols, proprietor of Burrawang station, Mr. John R. Nield, station-master, Forbes, Mr. Daniel M'Ewan, Council Clerk, Forbes, and Mr. Alfred Baldock, storekeeper, Forbes, were sworn, and examined.

The Committee at 5 p.m., adjourned until 8 p.m., when Mr. Samuel Sydney Smith, proprietor of the *Forbes and Parkes Gazette*, Forbes, and Mr. Thomas Kennedy, surveyor, Railway Construction Branch, Department of Public Works, were sworn, and examined.

The Committee adjourned at 9·15 p.m.

MONDAY,

MONDAY, 1 *APRIL*, 1895.

The Sectional Committee met in the Council Chambers, Forbes, at 10 a.m.

MEMBERS PRESENT:—

The Hon. William Joseph Trickett, Chairman.

John Moore Chanter, Esq., | James Gormly, Esq.,

Edmund William Molesworth, Esq.

The minutes of the previous meeting were read, and confirmed.

Mr. John Smith, manager for Wright, Heaton, & Co., Forbes, Mr. Arthur Sharp, District Surveyor Forbes, Mr. Thomas Tozer, orchardist, Forbes, Mr. Frederick Thomas Cheeseman, general land agent Forbes, and Mr. James W. Taylor, Crown Lands Agent, Forbes, were sworn, and examined.

The Committee adjourned at 1 p.m., and again met at 4 p.m.

Mr. Trickett moved, and Mr. Molesworth seconded:—"That it is expedient that a line of railway, as proposed by the Government, from Parkes to Condobolin, *via* Bogan Gate, be constructed at a cost not exceeding £2,100 a mile, including the cost of land resumption."

Mr. Chanter submitted an amendment to omit the words "Bogan Gate," with a view to the insertion of the word "Trundle," which was negatived on the following division:—

Ayes, 1.	Noes, 3.
Mr. Chanter.	Mr. Trickett, Mr. Gormly, Mr. Molesworth.

The motion was agreed to on the following division:—

Ayes, 3.	Noes, 1.
Mr. Trickett, Mr. Gormly, Mr. Molesworth.	Mr. Chanter.

The Committee then adjourned.

TUESDAY, 2 *APRIL*, 1895.

The Sectional Committee met at 10 a.m. and sat during the day.

MEMBERS PRESENT:—

The Hon. William Joseph Trickett, Chairman.

John Moore Chanter, Esq., | James Gormly, Esq.,

Edmund William Molesworth, Esq.

The minutes of the previous meeting were read, and confirmed.

The Committee proceeded to consider their report to the Parliamentary Standing Committee on Public Works.

After a lengthy discussion a draft report was prepared and its further consideration was postponed until the following day.

WEDNESDAY, 3 *APRIL*, 1895.

The Sectional Committee met to finally deal with the matter referred to them.

MEMBERS PRESENT:—

The Hon. William Joseph Trickett, Chairman.

John Moore Chanter, Esq., | James Gormly, Esq.,

Edmund William Molesworth, Esq.

The minutes of the previous meeting were read, and confirmed.

The Committee further considered and concluded their report, which the Chairman was authorised to sign and present to the General Committee.

The Committee arrived at Sydney at 4·50 p.m.

PARLIAMENTARY STANDING COMMITTEE ON PUBLIC WORKS.

SECTIONAL COMMITTEE.

Harbour Improvements at Newcastle.

MINUTES OF PROCEEDINGS.

MINUTES of Proceedings of the Sectional Committee of the Parliamentary Standing Committee on Public Works, appointed on Thursday, 28th March, 1895, to inspect, take evidence, and report with reference to the proposed Harbour Improvements at Newcastle:—

MONDAY, 1 *APRIL*, 1895.

The Sectional Committee met at the Marine Board Offices, Newcastle, at 2·30 p.m.

MEMBERS PRESENT:—

The Hon. John Davies, C.M.G.,
The Hon. Charles James Roberts, C.M.G.,
Thomas Thomson Ewing, Esq.,
James Hayes, Esq.,
Charles Alfred Lee, Esq.

It was resolved, on the motion of Mr. Davies, seconded by Mr. Hayes:—"That Mr. Ewing be Chairman of the Sectional Committee."

The Committee having concluded its formal business, proceeded to make an inspection of the Harbour, accompanied by Mr. Carleton, Assistant Engineer, Harbours and Rivers Branch, Department of Public Works, and Mr. Walsh, Principal Assistant Engineer, Harbours and Rivers Branch, Department of Public Works.

TUESDAY, 2 *APRIL*, 1895.

The Sectional Committee met at the Marine Board Offices, Newcastle, at 10 a.m.

MEMBERS PRESENT:—

Thomas Thomson Ewing, Esq., Chairman.

The Hon. Frederick Thomas Humphery,
The Hon. John Davies, C.M.G.,
The Hon. Charles James Roberts, C.M.G.,
James Hayes, Esq.,
Robert Henry Levien, Esq.,
Charles Alfred Lee, Esq.

The minutes of the previous meeting were read, and confirmed.

A letter was read from Mr. Scobie, expressing his willingness to give evidence on the Hunter River floods when the Sectional Committee visits Maitland.

The Sectional Committee further considered the proposed Harbour Improvements at Newcastle.

Henry Deane Walsh, Esq., Principal Assistant Engineer in the Harbours and Rivers Department, and Stewart Keightley, Esq., President of the Newcastle Chamber of Commerce, were sworn, and examined.

The Sectional Committee adjourned at 4 o'clock, and proceeded to make a further inspection of the Harbour.

WEDNESDAY, 3 *APRIL*, 1895.

The Sectional Committee met at the Marine Board Offices, Newcastle, at 10 a.m.

MEMBERS PRESENT:—

Thomas Thomson Ewing, Esq., Chairman.

The Hon. Frederick Thomas Humphery,
The Hon. John Davies, C.M.G.,
The Hon. Charles James Roberts, C.M.G.,
James Hayes, Esq.,
Robert Henry Levien, Esq.,
Charles Alfred Lee, Esq.

The minutes of the previous meeting were read, and confirmed.

A letter was read from the Mayor of Raymond Terrace, intimating that it would give him much pleasure to furnish information in connection with the proposed Harbour Improvements and the floods in the Hunter River.

A letter was read from the Mayor of East Maitland, informing the Sectional Committee that he was not sufficiently conversant with the proposed Harbour Improvements to be able to express any opinion upon them further than that anything which will increase the carrying capacity of the Harbour cannot be otherwise than beneficial to those districts which suffer from inundations from the Hunter River.

The Sectional Committee further considered the proposed Harbour Improvements at Newcastle.

Stewart Keightley, Esq., President of the Chamber of Commerce, Newcastle, was sworn, and further examined.

Captain Henry Newton, Harbour Master, Newcastle, William Robert Logan, Esq., Sub-Collector of Customs, Newcastle, and Thomas Croudace, Esq., General Manager of the Scottish Australian Mining Company, were sworn, and examined.

The Sectional Committee then adjourned until 10 a.m. on Thursday, the following day, and afterwards made a further inspection of the breakwater.

THURSDAY,

THURSDAY, 4 *APRIL*, 1895.

The Sectional Committee met at the Marine Board Offices, Newcastle, at 10 a.m.

MEMBERS PRESENT:—

Thomas Thomson Ewing, Esq., Chairman.

The Hon. John Davies, C.M.G., | James Hayes, Esq.,
The Hon. Charles James Roberts, C.M.G., | Robert Henry Levien, Esq.,
Charles Alfred Lee, Esq.

The minutes of the previous meeting were read, and confirmed.

The Secretary read the following correspondence:—

Letter from the Council Clerk, Morpeth, thanking the Sectional Committee for their notification of their intended visit to Newcastle, but intimating that no one in that district had expressed any desire to give evidence in reference to the proposed Harbour Improvements at Newcastle.

The Sectional Committee further considered the proposed Harbour Improvements at Newcastle.

William Bethel Sharp, Esq., Mayor of Newcastle; Mr. Alexander Hacking, Pilot; George Melville, Esq., Deputy Harbour Master; Thomas Brooks, Esq., Lloyds' Surveyor for the Port of Newcastle; Clarence Hewson Hannell, Esq., Shipping Master of the Port of Newcastle; Captain John Paton, Berthing Master at the Port of Newcastle; David Williams, Esq., Agent of the Union S.S. Company; and Mr. James Rorison, Marine Engineer, Newcastle, were sworn, and examined.

The Sectional Committee, at half-past 4 o'clock, adjourned until 10 a.m. on Friday, the following day.

FRIDAY, 5 *APRIL*, 1895.

The Sectional Committee met at the Marine Board Offices, Newcastle, at 10 a.m.

MEMBERS PRESENT:—

Thomas Thomson Ewing, Esq., Chairman.

The Hon. John Davies, C.M.G., | James Hayes, Esq.,
The Hon. Charles James Roberts, C.M.G., | Robert Henry Levien, Esq.,
Charles Alfred Lee, Esq.

The minutes of the previous meeting were read, and confirmed.

Arrangements were then completed for the Sectional Committee to visit Morpeth and West Maitland for the purpose of taking evidence.

The Sectional Committee further considered the proposed Harbour Improvements at Newcastle.

Captain Cross, President of the local Marine Board, was sworn, and examined.

Henry Deane Walsh, Esq., Principal Assistant Engineer, Harbours and Rivers Branch, Department of Public Works, Newcastle, was sworn, and further examined.

The Sectional Committee then adjourned.

The Sectional Committee subsequently visited the Waratah stone quarry from which material for the proposed works to be constructed is to be obtained.

SATURDAY, 6 *APRIL*, 1895.

The Sectional Committee met at the Council Chambers, West Maitland, at 2 p.m.

MEMBERS PRESENT:—

Thomas Thomson Ewing, Esq., Chairman.

The Hon. John Davies, C.M.G., | James Hayes, Esq.,
The Hon. Charles James Roberts, C.M.G., | Robert Henry Levien, Esq.,
Charles Alfred Lee, Esq.

The minutes of the previous meeting were read, and confirmed.

Henry Crothers, Esq., Mayor of West Maitland, and John Gillies, Esq., M.P., were sworn, and examined.

The Sectional Committee then adjourned.

MONDAY, 8 *APRIL*, 1895.

The Sectional Committee met at the Great Northern Hotel, Newcastle, at 8 a.m.

MEMBERS PRESENT:—

Thomas Thomson Ewing, Esq., Chairman.

The Hon. John Davies C.M.G., | James Hayes, Esq.,
The Hon. Charles James Roberts, C.M.G., | Robert Henry Levien, Esq.,
Charles Alfred Lee, Esq.

The minutes of the previous meeting were read, and confirmed.

The Sectional Committee then proceeded with the consideration of their general report which was adopted.

PARLIAMENTARY STANDING COMMITTEE ON PUBLIC WORKS.

SECTIONAL COMMITTEE.

Railway from Temora to Wyalong.

MINUTES OF PROCEEDINGS.

MINUTES of the Proceedings of the Sectional Committee of the Parliamentary Standing Committee on Public Works, appointed on the 5th June, 1895, to inspect, take evidence, and report with reference to the proposed Railway from Temora to Wyalong.

The Sectional Committee left Sydney by the 9 p.m. train, on Friday, 14th June, and arrived at Temora, on Saturday, 15th June at 10·30 a.m. At 11·45 a.m. the Committee, accompanied by Mr. Cecil Gillet, Surveyor, Railway Construction Branch, Department of Public Works, proceeded by special coach to Barmedman inspecting as far as practicable, the route of the proposed railway, and reaching Barmedman at 2·30 p.m.

The Committee met at the Barmedman Hotel, at 3·45 p.m.

MEMBERS PRESENT:—

Thomas Thomson Ewing, Esq., Chairman.
The Hon John Davies, C.M.G., | The Hon. Charles James Roberts, C.M.G.
Charles Alfred Lee, Esq.

The Committee proceeded to consider the proposed Railway from Temora to Wyalong.

The following witness was sworn, and examined:—Mr. Lachlan Robertson, grazier, Barmedman station.

The Committee adjourned at 4·30 p.m., and proceded to inspect the site of the proposed railway station and deviation at Barmedman.

The Committee again met at 7·30 p.m., when the following witnesses were sworn and examined:—Mr. Henry Beecroft Copeland, Crown Lands Agent and Clerk of Petty Sessions; Mr. Denis Byrne, farmer and grazier; Mr. Edward O'Donnell, farmer; and Mr. Thomas Joseph Kenny, station manager.

The Committee adjourned at 9·45 p.m.

MONDAY, 17 *JUNE*, 1895.

The Sectional Committee left Barmedman for Wyalong by special coach at 11 a.m. on Sunday, 16th June, reaching Wyalong at 1 p.m.

On Monday, 17th June, the Committee met at the Court-house, Wyalong, at 10 a.m.

MEMBERS PRESENT:—

Thomas Thomson Ewing, Esq., Chairman.
The Hon. John Davies, C.M.G., | The Hon. Charles James Roberts, C.M.G.,
Charles Alfred Lee, Esq.

The minutes of the previous meeting were read, and confirmed.

The Committee proceeded to consider the proposed Railway from Temora to Wyalong.

The following witnesses were sworn, and examined:—Mr. Cecil Septimus Gillet, Surveyor, Railway Construction Branch, Department of Public Works; Mr. Frederick Neeld, miner; Mr. John George Gough, battery proprietor; Mr. John Walter Broughton, Manager of the Bank of New South Wales, Wyalong; and Mr. Robert John Campbell, Licensed Surveyor.

The Committee adjourned at 12·30 p.m., and met again at 2 p.m., when the following witnesses were sworn, and examined:—Mr. Charles McHardy, Sergeant of Police and Mining Registrar; Mr. Alfred Helyer, storekeeper; Mr. James Magnus Jamieson, selector; and Mr. John Jones, selector.

The Committee adjourned at 3 p.m., and subsequently visited and inspected the White Tank, the Government Tanks, and several of the mines of the district.

TUESDAY, 18 *JUNE*, 1895.

The Sectional Committee met at Spring's Hotel, Wyalong, at 7·45 a.m.

MEMBERS PRESENT:—

Thomas Thomson Ewing, Esq., Chairman.
The Hon. John Davies, C.M.G., | The Hon. Charles James Roberts, C.M.G.,
Charles Alfred Lee, Esq.

The minutes of the previous meeting were read, and confirmed.

The Committee left Wyalong at 8 a.m. for Cootamundra, which was reached at 8 p.m.

The Committee met at the Albion Hotel, Cootamundra, at 9 p.m., and proceeded to consider the proposed Railway from Temora to Wyalong.

The following witness was examined:—Mr. John Gordon, Resident Engineer, Roads and Bridges Department.

The Committee proceeded to consider their Report to the General Committee, which was drafted.

The Committee adjourned at 10·30 p.m.

WEDNESDAY,

WEDNESDAY, 19 *JUNE*, 1895.

The Sectional Committee met at the Albion Hotel, Cootamundra.

MEMBERS PRESENT:—

Thomas Thomson Ewing, Esq., Chairman.

The Hon. John Davies, C.M.G., | The Hon. Charles James Roberts, C.M.G.,
Charles Alfred Lee, Esq.

The minutes of the previous meeting were read, and confirmed.

The report of the Committee was further considered and amended.

On the motion of Mr. Davies, seconded by Mr. Lee, the report was adopted, and the Chairman was authorised to sign it and present it to the General Committee.

The Committee left Cootamundra by express train, and arrived in Sydney at noon.

Sydney: Charles Potter, Government Printer.—1895.

1895.

LEGISLATIVE ASSEMBLY.

NEW SOUTH WALES.

GOVERNMENT PRINTING OFFICE.

(RETURN RESPECTING TENDERS RECEIVED FOR STONE REQUIRED FOR WORK AT.)

Ordered by the Legislative Assembly to be printed, 29 *October*, 1895.

[*Laid upon the Table in answer to Question No.* 7, *of* 29*th October*, 1895.]

Question.

(7.) TENDERS FOR STONE FOR WORK AT GOVERNMENT PRINTING OFFICE:—*Mr. Willis*, for MR. MILLER, *asked* THE SECRETARY FOR PUBLIC WORKS,—

(1.) Were tenders invited for the supply of stone for work at Government Printing Office?
(2.) If so, how many tenders were received?
(3.) What were the names of tenderers, and what were the respective amounts of each tender?
(4.) What was the difference in the quality of the samples of stone submitted with each tender?
(5.) Whose tender was accepted?

Answer.

Government Printing Office.—Schedule—Stone Tenders.

Department of Public Works, Sydney, 2 August, 1895.

THE Board have carefully considered these figures, and have been at some difficulty in arriving at a determination as to which is really the most favourable tender, as this cannot be determined by a mere comparison of figures. Other factors have been taken into consideration in order to arrive at a conclusion, such as quality, facilities, and cost of working, and the only way therefore was to assign a certain number of points to the various factors which made up the total. The annexed schedule will show that, by adopting this method, the tender of R. Saunders is the most favourable one to accept, for his best stone, the points being 33·5 as against the other numbers mentioned in the schedule, and they therefore recommend the acceptance of his tender.

J. F. HOLMES,
Acting Secretary.

	Points.		Points.
Fitzgerald, M. J.	31·6	Smith, J. F.	26·4
Keogh, A.	28·3	Scott, Sibbald, & Co.	22·6
Green Bros.	27·3	Saunders, R.	33·5
			32·3

Schedule of Stone Tenders.

Points.

	Quality.	Labour.	Price.	Appliances	Total.
Fitzgerald, M. J.	8	6·6	10	7	31·6
Keogh, A.	7	8·3	9	4	28·3
Green Bros.	7	8·3	9	3	27·3
Benson, J.	No sample.				
Smith, J. F.	7	7·7	7·7	4	26·4
Scott, Sibbald, & Co.	7	7·7	5·9	2	22·6
Saunders, R.	10	8·0	5·5	10	33·5
Do	8	7·7	6·6	10	32·3

Submitted.—J.B., 8/8/95. Accept Saunders' tender.—J.H.Y., 9/8/95. J.F.H.
U.S.—J.P., 9/8/95. Mr. Cook.—W.L.V., 13/8/95. Mr. Vernon, for Government

Government Printing Office.—Schedule—Stone Tenders.

Tenderers.	Labour, 12-in: rubbed.	Quality.	Order of Merit.	Rate.	Stone.	Plant.	Remarks.
M. J. Fitzgerald	1s. 3d. cubic foot	S	4	10¼d. cubic foot	Waverley ...	Shed and cranes for 50 men.	Darlinghurst Ct. H. University. Garden Island.
A. Keogh	1s. ,, ...	7	2	11d. ,, ...	Glebe Island	2 or 3 cranes.	
Green Bros.	1s. ,, ...	7	2	11d. ,, ...	Tempe	1 or 2 cranes.	
J. Benson	.....	...	...	1s. ,, ...	Marrickville	2 large hand cranes.	
J. F. Smith	1s. 1d. cubic foot, and 11d. per foot super. less than 12 inches.	7	4	1s. 1d. ,, ...	Waverley ...	1 steam crane, 3 hand cranes, 1 traveller.	Lands Office. Supreme Court. Mutual Life.
Scott, Sibbald, & Co., (Phippard Bros.)	1s. 1d. cubic foot	7	4	1s. 5d. ,, ...	,, ...	1 hand crane or 1 hand overhead crane.	Sydney Hospital. Mutual Life.
R. Saunders	1s. 0½d. ,, ...	10	1	"A." 1s. 6d. best quality.	Pyrmont ...	Closed-in shed with yard, 2 overhead travellers, W.C. accommodation, office, telephone, &c.	General Post Office. City Bank. Works Office.
	1s. 1d. ,, ...	8	3	1s. 3d. 2nd best quality (purgatory), including sawing.			

Sydney: Charles Potter, Government Printer.—1895.

1895.

LEGISLATIVE ASSEMBLY.

NEW SOUTH WALES.

REPORT FROM THE SELECT COMMITTEE

ON THE

HOLT'S WINGELLO ESTATE BILL;

TOGETHER WITH THE

PROCEEDINGS OF THE COMMITTEE,

MINUTES OF EVIDENCE,

AND

APPENDIX.

ORDERED BY THE LEGISLATIVE ASSEMBLY TO BE PRINTED,
24 *September*, 1895.

SYDNEY: CHARLES POTTER, GOVERNMENT PRINTER.

1895.

[6d.] 200—

1895.

EXTRACTS FROM THE VOTES AND PROCEEDINGS OF THE LEGISLATIVE ASSEMBLY.

VOTES No. 14. THURSDAY, 12 SEPTEMBER, 1895.

7. HOLT'S WINGELLO ESTATE BILL (*Formal Motion*):—Mr. Bavister moved, pursuant to Notice,—
(1.) That the Holt's Wingello Estate Bill be referred to a Select Committee for consideration and report.
(2.) That such Committee consist of Mr. Gould, Mr. Frank Farnell, Mr. Russell Jones, Mr. McCourt, Mr. Cann, Mr. Perry, Mr. Wood, Mr. Wright, Mr. O'Sullivan, and the Mover.
Question put and passed.

VOTES No. 18. TUESDAY, 24 SEPTEMBER, 1895.

6. HOLT'S WINGELLO ESTATE BILL:—Mr. Bavister, as Chairman, brought up the Report from, and laid upon the Table the Minutes of Proceedings of, and Evidence taken before, the Select Committee for whose consideration and report this Bill was referred on 12th September, 1895, together with Appendix and a copy of the Bill as amended and agreed to by the Committee.
Ordered to be printed.

* * * * * * * * * * * * * * *

CONTENTS.

	PAGE.
Extracts from the Votes and Proceedings	2
Report	3
Proceedings of the Committee	4
Schedule of Amendments	4
List of Witnesses	4
Minutes of Evidence	5
Appendix	7

1895.

HOLT'S WINGELLO ESTATE BILL.

REPORT.

THE SELECT COMMITTEE of the Legislative Assembly, for whose consideration and report was referred on 12th September, 1895,—the "*Holt's Wingello Estate Bill*,"—beg to report to your Honorable House:—

That they have examined the witnesses named in the List* (whose evidence will be found appended hereto); and the Preamble, as amended, having been satisfactorily proved to your Committee, they proceeded to consider the Bill, in which it was deemed necessary to make an amendment.

*See List, p. 4.

Your Committee now beg to lay before your Honorable House the Bill as amended by them, with an amended Preamble.

THOMAS BAVISTER,
Chairman.

No. 3 Committee Room,
Legislative Assembly,
24th September, 1895.

PROCEEDINGS OF THE COMMITTEE.

TUESDAY, 24 SEPTEMBER, 1895.

MEMBERS PRESENT:—

Mr. Bavister,	Mr. Cann,
Mr. McCourt,	Mr. Perry.

Mr. Bavister called to the Chair.

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

Printed copies of the Bill referred, together with original Petition to introduce same, before the Committee.

Present:—Cecil Cowper, Esq. (*Solicitor for the Bill.*)

Cecil Cowper sworn and examined.

Witness *produced* lease, dated 3rd November, 1884, from Thomas Holt to Alfred William Holt of the Wingello Park Estate; probate of will of Thomas Holt deceased; copy of disclaimer by Alfred William Holt, dated 31st January, 1889, of his life interest in the before-mentioned will; indenture of assignment and counterpart assignment of rents from F. S. E. Holt and W. H. Holt to A. W. Holt; deed of appointment of new trustees of the will of Thomas Holt, appointing the Perpetual Trustee Company (Limited); copy of a decree of the Supreme Court of New South Wales in Equitable Jurisdiction, dated 2nd March, 1894, and *handed in* copy of a letter from the Commissioner of Stamps to Messrs Stephen, Jaques, and Stephen, with reference to the amount of stamp duty paid on the will of the late Thomas Holt; and a valuation of the property by Messrs. Richardson and Wrench (*See Appendices A 1 and 2.*)

Alfred William Holt sworn and examined.

Witness withdrew.

Arthur John MacKenzie (*Manager of the Perpetual Trustee Company, Limited*) called in, sworn, and examined.

Witness withdrew.

Henry John Little, called in, sworn, and examined.

Witness withdrew.

Room cleared.

* *See* Schedule of Amendments.

Preamble considered and amended.*

Question,—"That this Preamble, as amended, stand part of the Bill,"—put and passed.

Clauses 1 and 2 read and agreed to.

New clause to stand as clause 3, read and agreed to.

Schedule read and agreed to.

Title read and agreed to.

Chairman to report the Bill, with amendments, to the House, including an amended Preamble.

SCHEDULE OF AMENDMENTS.

Page 2, Preamble, line 57 *After* "and" *insert* "one male child and."

" " " " Omit "is an infant" *insert* "are infants."

" Insert the following new clause to stand as clause 3.

"3. This Act may be cited as the Holt's Wingello Estate Act of 1895."

LIST OF WITNESSES.

	PAGE.
Cowper C.	5
Holt A. W.	6
Little H. J.	6
Mackenzie A. J.	6

1895.

LEGISLATIVE ASSEMBLY.

NEW SOUTH WALES.

MINUTES OF EVIDENCE

TAKEN BEFORE

THE SELECT COMMITTEE

ON

HOLT'S WINGELLO ESTATE BILL.

TUESDAY, 24 *SEPTEMBER*, 1895.

Present:—

MR. BAVISTER, MR. McCOURT, MR. PERRY, MR. CANN.

THOMAS BAVISTER, ESQ., IN THE CHAIR.

Cecil Cowper, Esq., appeared as Solicitor for the Bill.

Cecil Cowper, Esq., sworn and examined:—

C. Cowper, Esq. 24 Sept., 1895.

1. *Chairman.*] You produce the necessary documents in this case? Yes; first a lease dated November 3rd, 1884, from Thomas Holt to Alfred William Holt, of about 700 acres of freehold land, known as the Wingello Park Estate, for ninety-nine years, from the date of giving up possession by the then present tenant. That is practically the date of the lease; he gave up possession at once. The lease contains a clause that the lessee shall not assign or underlet the premises during the said term without the license of the lessor, in writing in that behalf first obtained. I also produce probate of the will of Thomas Holt, deceased, dated January 30th, 1889, the testator having died on 5th September, 1888. I also produce a true copy of a disclaimer by Alfred William Holt of his life interest in the before-mentioned will, such disclaimer being dated 31st January, 1889. I also produce indentures assigning the rents, dated 5th March, 1889, from F. S. E. Holt and W. H. Holt to Alfred William Holt. I also produce deed of appointment of new trustees of the will of Thomas Holt, dated 10th March, 1893, appointing the Perpetual Trustee Company (Limited) to be trustees of the will. I also produce a copy of a decree of the Supreme Court of New South Wales in its Equitable Jurisdiction, dated 2nd March, 1894, and I can say that that is a true copy of the original decree. It is that decree which brings us here. I also put in a true copy of a letter from the Commissioner of Stamp Duties, dated 26th April, 1895, and addressed to Messrs. Stephen, Jaques, and Stephen, on the question of the amount of the probate duty, which had been paid on the will of the late Thomas Holt, and the amount which had been paid on this particular estate. [*Handed in. Vide Appendix* A1.]

2. Did we before have a valuation put in? No. I now produce a true copy of a valuation made by Richardson and Wrench, and dated 31st May, 1895, estimating the value of the property, at the time of Thomas Holt's death, as a freehold, and subject to this lease. [*Handed in. Vide Appendix* A2.]

3. *Mr. McCourt.*] In the letter of the Commissioner of Stamp Duties it is stated that the estimated market value of the property, subject to lease, is £8,736? Messrs. Richardson and Wrench have stated, in regard to their valuation, that they valued the property at £6,500, because they were told by the trustees to put a liberal valuation upon it. The letter of the Commissioner of Stamp Duties shows that probate duty to the value of nearly £15,000 was paid upon the estate of the late Thomas Holt.

4. How much probate duty was paid on this particular estate? £325.

5. That was on the valuation of £8,736? No; on the valuation of £6,500, subject to a lease with about ninety-four years to run.

6. The lease is at £100 a year? Yes. Richardson and Wrench explain the matter fully in their letter.

Alfred

Alfred William Holt, Esq., called in, sworn, and examined:—

A. W. Holt, Esq. 24 Sept., 1895.

7. *Mr. Cowper.*] Was your father, the late Thomas Holt, duly seized, possessed of, or otherwise well entitled to the lands set out in the Schedule to the Bill before the Committee? Yes.
8. He was entitled to those lands on the date of his death, the 5th September, 1888? Yes.
9. Was the covenant on your part in the lease of the 3rd November, 1884, that you "would not assign or underlet the said premises during the said term without the license of the lessor in writing in that behalf first had and obtained" introduced into the indenture of lease by inadvertence or mistake? Yes.
10. Were you aware that there was that covenant in the lease at the time you signed it? I was not.
11. Have you only recently ascertained, by taking legal advice, the effect of the covenant? Within the last year or two.
12. Would you have entered into or executed the lease if you had known the effect of the covenant? Certainly not.
13. How many surviving children had the late Thomas Holt? Six—three sons and three daughters.
14. Is Mr. F. S. E. Holt married? Yes.
15. How many children has he? Five.
16. You are a widower? Yes.
17. You have issue three children? Yes.
18. Claude Alfred Wallace Holt, and two female children, all of whom are infants? Yes.
19. Walter Henry Holt is married? Yes.
20. What issue has he? Two children.
21. They are both infants? Yes.
22. All the daughters of the late Thomas Holt are unmarried? So far as I am aware at the present time.
23. You know the property to which the lease refers—Wingello Park? Yes.
24. What would you say it was suitable for? For agricultural purposes, orchards, farms, and residential sites.
25. Will any of the interests under Thomas Holt's will be prejudicially affected by the Bill? Not to my knowledge.
26. How many acres are there in this property? 1,228.
27. If the power which the Bill asks for is granted, the property can be leased to greater advantage than at present? Most certainly.
28. How far is it from a railway station? About 5 miles.
29. What is the effect of the restriction in the lease, as far as you are concerned? Most disastrous. It prevents me from dealing with the property in any way.
30. *Mr. Perry.*] Has any one but yourself an interest in the estate? No.
31. Will anybody else be affected by the alteration which you seek to get? I do not think so.
32. Is there anything in the suggestion that the lease was given to avoid payment of probate duty, or any portion of probate duty upon Mr. Holt's will? No. The documents show that the lease was signed in England. My father was ill at the time, and I sent it home to him.
33. *Mr. McCourt.*] Have you any knowledge whether your father was aware of this condition in the lease? He was in very ill-health at the time, and I do not think he was aware of it. He had often spoken to me in years gone by about his affairs, but he never mentioned it.
34. So far as you know he was not aware that the condition was in the lease? So far as I know he was not.

Arthur John McKenzie, Esq., called in, sworn, and examined:—

A. J. McKenzie, Esq. 24 Sept., 1895.

35. *Mr. Cowper.*] You are the manager of the Perpetual Trustee Co. (Limited)? Yes.
36. Do you know of any objection to the passing of the Bill before the Committee? No.
37. You know of the restriction against the lessee assigning or underletting? Yes.
38. Would your company, as the trustees in the will, waive that restriction if they could legally do so? I see no reason why they should not.
39. As a matter of fact they are advised by their solicitor that they cannot legally do so? Yes.
40. Also that if any consent were given that consent would only operate as regards the first tenant of the land. Any subsequent tenant would have to come back to the Trustee Co.? Yes.
41. Will the interests of any of the beneficiaries under the will be to your knowledge prejudicially affected by the Bill? Not that I am aware of.
42. *Mr. Perry.*] Have you no way of finding out whether they would be? The terms of the will would show who the remainder men are.
43. You have some knowledge of the will? Our company are the trustees of the estate, and have the will.
44. So you ought to be aware? I think I can say outright that no one will be affected prejudicially.
45. You have consulted with the solicitor? Yes. The solicitor has never advised us that any one would be prejudicially affected, and we have always understood that no one would be so affected. I did not intend to convey any doubt in regard to the matter.
46. I suppose any person whose interests might be affected would for some time have had the knowledge that these proceedings were being instituted? The people who would be affected would be the remainder men. We are quite satisfied that there is no objection at all to the Bill.
47. As a matter of fact there can be no other persons interested in the Bill? No.

Henry John Little, Esq., called in, sworn, and examined:—

H. J. Little, Esq. 24 Sept., 1895.

48. *Mr. Cowper.*] What are you? An auctioneer and land valuer.
49. You know the property referred to in the Bill now before the Committee? Yes, I know the Wingello Park Estate.
50. Your firm made a valuation of this property in 1888, so that probate might be paid on the late Thomas Holt's estate? Yes.
51. What value did your firm place upon this property, which was estimated to contain 1,300 acres, and was subject to a lease to Mr. A. W. Holt for the residue of a term of 99 years? £6,500.

52.

52. At the present time would the property as a freehold be worth more than that sum? I think that, free of lease, the property would not realise more than the value I placed upon it. H. J. Little, Esq. 24 Sept., 1895.

53. *Chairman.*] At the time of the valuation were instructions given to have a liberal valuation placed upon the property, special stress being put upon that? Mr. Holt, if I remember correctly, asked me to make as liberal a valuation as I possibly could, and, seeing that it was for probate, I was able to place a little higher valuation upon it than I could have done if I had been valuing it for ordinary purposes.

54. *Mr. Cann.*] What would you consider a reasonable annual return for that land? I should say that it ought to bring in from £200 to £250 a year. As a residential estate it is not worth any more; but, if a man could work it for dairying or for grazing purposes, he might be willing to pay a little more for it.

55. If you heard that £100 a year was the revenue which it was returning, would you think that amount small? It was subject to a rental of £100 a year at the time I valued it.

APPENDIX.

A 1.

[*To Evidence of Cecil Cowper, Esq., 24 September, 1895.*]

Re Holt's Wingello Park Estate Bill.

Sirs,

Stamp Office, Sydney, 26 April, 1895.

I have the honor to acknowledge receipt of yours of yesterday's date in the above matter, and to inform you that the above property was included amongst the assets in the stamp affidavit filed in the estate of the late T. R. Holt, and is described as follows in the valuation made by Messrs. Richardson and Wrench :—

Lot 2.—Wingello Park Estate.

"The property is situated in the parish of Uringalla, county of Argyle, and consists of 2,921 acres of freehold land, having a large frontage to Uringalla Creek, also frontages to either side of the Goulburn Road.

"Nearly the whole of the Estate is open country, the timber ringbarked, and now all dead.

"The improvements comprise a substantial stone homestead and out-buildings.

"The property is enclosed with split fencing, divided into sheep paddocks of different areas.

"Portion of the estate is let to various tenants on leases as follows :—1,300 acres (homestead portion) to Mr. A. W. Holt, for 99 years, from 1st November, 1884, at £100 per annum; 200 acres let to Mr. J. Cashburn for 21 years, from 1st February, 1876, at £20 per annum.

"Estimated present market value, subject to leases, £8,736."

As the property comprised in the Schedule to the Bill formed only a part of this block, it is not possible for me to give you the information required.

Duty to the amount of £14,873 10s., being at the rate of 5 per cent. on £297,470, was paid on this estate.

I have, &c.,

R. N. JOHNSON,

Commissioner, Stamp Duties.

Messrs. Stephen, Jaques, and Stephen, Solicitors, Sydney.

A 2.

[*To Evidence of Cecil Cowper, Esq., 24 September, 1895.*]

Richardson and Wrench, Limited, Established 1860-1889,

Land Auctioneers, Valuers, and Stock and Station Agents, 93, Pitt-street, Sydney, 31 May, 1895.

Valuation of freehold property at Marulan, Great Southern Line, on account of the estate late Hon. Thomas Holt, M.L.C., per Messrs. Stephen, Jaques, and Stephen, solicitors.

The property is known as portion of the Wingello Park Estate, in the parish of Uringalla, county of Argyle, and comprises an area of 1,300 acres, having a large frontage to Uringalla Creek.

The land is enclosed with split fences, and divided into sheep-proof paddocks.

The improvements comprise a substantial stone homestead and outbuildings.

We estimate the market value of the property on 11th December, 1888, free of lease, at £9,750.

RICHARDSON AND WRENCH, Ltd.

Our estimate of the value of the above property on 11th December, 1888, subject to a lease to Mr. A. W. Holt, about ninety-four to run, at a rental of £100 per annum, was £5 per acre, £6,500.

RICHARDSON AND WRENCH, Ltd.

Sydney: Charles Potter, Government Printer.—1895.

1895.

LEGISLATIVE ASSEMBLY,

NEW SOUTH WALES.

REPORT FROM THE SELECT COMMITTEE

ON THE

CAPERTEE TRAMWAY BILL;

TOGETHER WITH THE

PROCEEDINGS OF THE COMMITTEE,

MINUTES OF EVIDENCE,

AND

APPENDIX.

ORDERED BY THE LEGISLATIVE ASSEMBLY TO BE PRINTED,
17 *October*, 1895.

SYDNEY: CHARLES POTTER, GOVERNMENT PRINTER.

1895.

[1s.] 215—A

1895.

EXTRACTS FROM THE VOTES AND PROCEEDINGS OF THE LEGISLATIVE ASSEMBLY.

VOTES No. 20. THURSDAY, 26 SEPTEMBER, 1895.

7. CAPERTEE TRAMWAY BILL (*Formal Motion*):—Mr. Frank Farnell moved, pursuant to Notice,—
(1.) That the Capertee Tramway Bill be referred to a Select Committee for consideration and report.
(2.) That such Committee consist of Mr. Robert Jones, Mr. W. H. B. Piddington, Mr. Watson, Mr. Collins, Mr. Morgan, Mr. T. R. Smith, Mr. Waddell, Mr. Ewing, Mr. Hurley, and the Mover.
Question put and passed.

VOTES No. 28. THURSDAY, 17 OCTOBER, 1895.

2. CAPERTEE TRAMWAY BILL:—Mr. Frank Farnell, as Chairman, brought up the Report from, and laid upon the Table the Minutes of Proceedings of and Evidence taken before, the Select Committee for whose consideration and report this Bill was referred on 26th September, 1895, together with Appendix and a copy of the Bill as amended and agreed to by the Committee.
Ordered to be printed.

* * * * * * * * *

CONTENTS.

	PAGE.
Extracts from the Votes and Proceedings	2
Report	3
Proceedings of the Committee	4
Schedule of Amendments	5
List of Witnesses	6
Minutes of Evidence	7
Appendix	16

1895.

CAPERTEE TRAMWAY BILL.

REPORT.

THE SELECT COMMITTEE of the Legislative Assembly, for whose consideration and report was referred on 26th September, 1895, the "*Capertee Tramway Bill,*" —beg to report to your Honorable House :—

That they have examined the witnesses named in the List* (whose evidence will be found appended hereto), and that the Preamble having been satisfactorily proved to your Committee, they proceeded to consider the Bill, in which it was deemed necessary to make certain amendments. See list, p. 6.

Your Committee now beg to lay before your Honorable House the Bill as amended by them.

FRANK FARNELL,
Chairman.

No. 1 *Committee Room,*
Legislative Assembly,
16*th October*, 1895.

PROCEEDINGS OF THE COMMITTEE.

TUESDAY, 1 *OCTOBER*, 1895.

MEMBERS PRESENT:—

Mr. Frank Farnell,	Mr. Hurley,
Mr. Robert Jones,	Mr. T. R. Smith,
Mr. Waddell,	Mr. Watson.

Mr. Frank Farnell called to the Chair.

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

Printed copies of the Bill referred, together with original Petition, to introduce same before the Committee.

Present:—John Lang, Esquire (*The Promoter*).

John Lang sworn and examined.

Witness withdrew.

Ignatius Wall, called in, sworn, and examined.

Witness withdrew.

Cornelius Dwyer, called in, sworn, and examined.

Witness *handed in* letter which had been addressed to Messrs. Dwyer and Serfleet, proprietors of the *Rylstone Advocate*, newspaper, by residents of Capertee and Glen Alice, asking that the proposal to construct the railway be advocated in such newspaper (*Appendix A*).

Witness withdrew.

Adelbert Theophilus Schleicher, called in, sworn, and examined.

Witness withdrew.

Ordered,—That the Engineer-in-Chief for Railways and the Secretary to the Railway Commissioners be summoned to give evidence next meeting.

[Adjourned till Thursday next, at *Two* o'clock.]

THURSDAY, 3 *OCTOBER*, 1895.

The House continued to sit during the time appointed for the sitting of the Committee, and therefore no meeting could be held.

TUESDAY, 8 *OCTOBER*, 1895.

MEMBERS PRESENT:—

Mr. Frank Farnell in the Chair.

Mr. Hurley,	Mr. W. H. B. Piddington,

Mr. T. R. Smith.

Present:—John Lang, Esquire (*The Promoter*).

Hugh McLachlan (*Secretary to the Railway Commissioners*), called in, sworn, and examined.

Witness withdrew.

[Adjourned till Tuesday next, at *Two* o'clock.]

TUESDAY, 15 *OCTOBER*, 1895.

MEMBERS PRESENT:—

Mr. Frank Farnell in the Chair.

Mr. Hurley,	Mr. T. R. Smith,
Mr. W. H. B. Piddington,	Mr. Watson.

Present:—John Lang, Esq. (*The Promoter*).

Henry Deane (*Engineer-in-Chief for Railway Construction*), called in, sworn, and examined.

Witness withdrew.

John Lang recalled and further examined.

Room cleared.

Preamble considered.

Question,—"That this Preamble stand part of the Bill," put and passed.

Clause 1 read, amended, * and agreed to.

Clause 2 read, amended,* and agreed to.

Clause 3 read, amended,* and agreed to.

Clauses 4, 5, 6, and 7 read, and agreed to.

Clause 8 read, amended,* and agreed to.

Clause 9 read, amended*, and agreed to.

Clause 10 read and agreed to.

Clause 11 read, amended,* and agreed to.

Clause 12 read and agreed to.

Clause 13 read, amended*, and agreed to.

Clause 14 read, amended*, and agreed to.

Clauses 15 to 36 read and agreed to.

* See Schedule of Amendments.

Clause

Clause 37 read, amended*, and agreed to.
Clause 38 read, amended*, and agreed to.
Clauses 39 and 40 read and agreed to.
Clause 41 read, amended*, and agreed to.
Clause 42 read, amended*, and agreed to.
Clause 43 read, amended*, and agreed to.

* See Schedule of Amendments.

[Adjourned till To-morrow, at *Two* o'clock.]

WEDNESDAY, 16 *OCTOBER*, 1895.

MEMBERS PRESENT :—

Mr. Frank Farnell in the Chair.

Mr Morgan, Mr. Waddell, Mr. W. H. B. Piddington, Mr. Watson.

Bill further considered.
Clause 44 read, amended*, and agreed to.
Clauses 45 and 46 read and agreed to.
Clause 47 read, amended*, and agreed to.
Clause 48 read and agreed to.
New clauses, to follow clause 13, read and agreed to.
New clause, to follow clause 21, read and agreed to.
New clause, to follow clause 47, read and agreed to.
Schedule read and agreed to.
Title read and agreed to.
Chairman to report the Bill, with amendments, to the House.

SCHEDULE OF AMENDMENTS.

Page 2, clause 1. At end of clause *add* "and the Railway Commissioners."
Page 2, clause 2, line 46. *Omit* "erect" *insert* "construct"
Page 2, clause 2. At end of clause *add* "Provided that such repairs shall be carried out to the satisfaction of the Railway Commissioners, who may at any time call upon the said owner to provide such additional works as may, in the opinion of the Railway Commissioners, be necessary for the proper and safe working of the branch line, and should the said owner fail to carry out such works the Governor and Executive Council may declare the line to be closed, until such time as the works specified have been carried out, and if the line should be worked during such closure, the said John Lang, his heirs, executors, administrators, or assigns, shall be subject to a penalty not exceeding one hundred pounds."
Page 2, clause 3, line 49. *After* "shall" *insert* "construct and"
Page 3, clause 8, lines 49 and 50. *Omit* "as aforesaid" *insert* "hereafter"
Page 3, clause 8, line 51. *Omit* "four pence" *insert* "three pence"
Page 3, clause 8, line 54. *Omit* "nine pence" *insert* "seven pence"
Page 4, clause 9, line 5. *Omit* "Commissioners for Railways" *insert* "Railway Commissioners"
Page 4, clause 9. At end of clause *add* "Provided further that if any rolling-stock be used without such approval the said John Lang, his heirs, executors, administrators, or assigns, shall be subject to a penalty not exceeding one hundred pounds."
Page 4, clause 11, lines 24 and 25. *Omit* "Secretary for Public Works" *insert* "Railway Commissioners"
Page 4, clause 11, line 27. *Omit* "Secretary" *insert* "Railway Commissioners"
Page 4, clause 13, line 45. *Omit* "Commissioners for Railways" *insert* "Engineer-in-Chief for Railway Construction and the Railway Commissioners"
Page 4. *Insert* the following new clauses to stand as clauses 14 and 15 :—

Compensation for resumptions, &c.

14. Before proceeding with the construction of the said railway extension or any section thereof, the said John Lang, his heirs, executors, administrators, or assigns shall give notice of the lands taken or required for the said railway to all the parties interested in the said land, or to such of them as shall be known to the said John Lang, his heirs, executors, administrators, or assigns. Every such notice shall state the particulars of the lands so taken or required as aforesaid. That the said John Lang, his heirs, executors, administrators, or assigns is or are willing to treat as to the compensation to be made to all parties for the lands taken or to be taken, and the damage sustained or to be sustained by them by the exercise of the powers conferred by the Act, and shall demand in the said notice from such parties, and the said parties are hereby required to deliver forthwith to the said John Lang, his heirs, executors, administrators, or assigns, the particulars of their estate and interest in such lands, and of the claims made by them in respect thereof, and such other particulars in such form as may be prescribed, together with an abstract of their title to such land, and if they claim in respect of damage the nature of the damage which they have sustained or will sustain by reason of the taking of such lands.

Service of notices.

15. All notices required to be served upon or given by the said John Lang, his heirs, executors, administrators, or assigns for the parties interested in or entitled to sell any such lands shall either be served personally on such parties or affixed in a conspicuous position upon the said land, and a copy of the said notice shall be published once a week for four consecutive weeks in a Sydney newspaper and similarly in the *Government Gazette*.

Page

Page 4, clause ~~14~~ 16, line 51. *After* "persons" *insert* "other than the Railway Commissioners"

Page 6. *Insert* the following new clause to stand as clause 24:—

Damage and severance to be considered by arbitrators.

24. For the purpose of ascertaining the amount of compensation to be paid by the said John Lang, his heirs, executors, administrators, or assigns, regard shall in every case be had by the arbitrators or their umpire (as the case may be), not only to the value of the land to be taken but also to the damage (if any) to be sustained by the owner of the lands by reason of the severing of the lands taken from other lands of such owner, or otherwise injuriously affecting such other lands by the exercise of any of the powers under this Act by the said John Lang, his heirs, executors, administrators, or assigns, and they shall assess the same according to what they shall find to have been the value of such lands, estate, or interest at the time notice was given of such lands being required or having been taken: Provided always that in ascertaining the amount of such compensation, the arbitrators or their umpire shall take into consideration by way of set off or abatement any enlargement in the value of any land belonging to such owner, and so severed as aforesaid by the construction of the railway extension or any section thereof.

Page 9, clause ~~37~~ 40, lines 15 and 16. *Omit* "Public Lands Acquisition Act" *insert* "Lands for Public Purposes Acquisition Act"

Page 9, clause ~~37~~ 40. At end of clause *add* "Provided that the cost of resumption shall not exceed by ten per centum the original cost of construction."

Page 9, clause ~~38~~ 41, line 25. *Omit* "penny," *insert* "half-penny"

Page 9, clause ~~41~~ 44, line 52. *Omit* "in writing" *insert* "under seal"

Page 9, clause ~~42~~ 45, line 55. *After* "assigns" *insert* "as they may deem necessary"

Page 10, clause ~~43~~ 46, lines 1, 2, 3. *Omit* "such signals and conveniences wherever situate shall be under the exclusive regulation of the said Commissioners" *insert* "the Company's trains at the junction with the Government railways, and of such signals and conveniences wherever situate shall be carried out under arrangement with the Railway Commissioners, and under such conditions as they may approve."

Page 10, clause ~~44~~ 47. *Omit* "Commissioners for Railways" *insert* "Railway Commissioners"

Page 11, clause ~~47~~ 50. *Omit* "have commenced the said tramway within the period of two years, and completed the same within the period of three years from the passing of this Act, or within such extended time as the Governor, with the advice of the Executive Council, may approve of" *insert* "within twelve months from the passing of this Act have lodged the sum of two thousand pounds with the Colonial Treasurer, which said sum shall be forfeited and form part of the Consolidated Revenue Fund, if the railway be not commenced within the period of two years, and completed within three years from the passing of this Act."

Page 11. *Insert* the following new clause to stand as clause 51:—

Railway Commissioners may take possession of tramway.

51. If the tramway be unworked for two years continuously it shall be competent for the Railway Commissioners to take possession of same, paying such amount as compensation to John Lang, his heirs, executors, administrators, or assigns, as the said Railway Commissioners may deem fit.

LIST OF WITNESSES.

	PAGE.
Deane, H.	14
Dwyer, C.	10
Lang, J.	7, 15
M'Lachlan, H.	12
Schleicher, A. T.	11
Wall, I.	9

1895.

LEGISLATIVE ASSEMBLY.

NEW SOUTH WALES.

MINUTES OF EVIDENCE

TAKEN BEFORE

THE SELECT COMMITTEE

ON THE

CAPERTEE TRAMWAY BILL.

TUESDAY, 1 *OCTOBER*, 1895.

Present:—

MR. FRANK FARNELL,	MR. T. R. SMITH.
MR. ROBERT JONES,	MR. WADDELL,
MR. HURLEY,	MR. WATSON,

FRANK FARNELL, ESQ., IN THE CHAIR.

John Lang, Esq. (*the Promoter*), appeared in support of the Bill.

John Lang, Esq., sworn and examined:—

J. Lang, Esq. 1 Oct., 1895.

1. *Chairman.*] I understand you are the promoter of this Bill? Yes. I have drafted the Bill on the lines of the most approved and latest Bills of the kind.
2. Have you given publicity to the fact that you intended to apply to Parliament for the necessary permission to construct this line? Yes; I advertised it according to the Standing Orders—in the *Government Gazette*, in a metropolitan paper, and a local paper.
3. Do you know of any objections having been raised against the Bill? No.
4. Do you know if any petitions have been presented against the Bill? No.
5. What will be the length of the tramway? Twenty to 24 miles.
6. Through what land will the tramway pass? Chiefly through Government land. There are two or three small holdings.
7. Will there be any necessity to pay compensation to any persons owning land through which the tramway will pass? Those in possession of the land will give it free. There is one estate held by trustees, and they ask 5s. an acre for the land required.
8. Have you entered into a sort of agreement that there will be no opposition given to the passage of the Bill or the construction of the tramway? I expect that they will be represented here by a witness to-day, who will speak in favour of the Bill.
9. What is the object of the construction of the tramway? To enable shale to be obtained from the Capertee shale mine, to enable agricultural and other produce to be taken from the district to the Mudgee railway, and to carry passengers when required.
10. So that you do not intend to confine the operations of the line to the development of the shale deposits, but you provide that the general public settled along the route shall have the right to use the railway? Exactly.
11. Have you submitted your schedule of rates to the Railway Commissioners for approval? Yes.
12. What was their opinion? Our rate was 9d. per ton. The Secretary to the Commissioners suggested that 7d. per ton would be a fair rate as a maximum. I notice that the Government maximum rate is 1s. per ton per mile for distances up to 4 miles.
13. What is the rate above that distance? It varies very much.
14. Is it reduced considerably? Yes.
15. What will be the cost of constructing this line? £60,000 to £70,000, according to the route. It will cost £3,000 per mile.
16. What gauge do you propose to adopt? The Government gauge of 4 feet 8½ inches. We ask the right to put down a narrow gauge if necessary, but we do not anticipate using a narrow gauge.

J. Lang, Esq. 1 Oct., 1895.

17. Do you propose to purchase your own rolling stock for the line, or to avail yourselves of the facilities of the existing railways? We propose to use Government rolling stock.
18. What amount of money do you think will be invested in the construction of the railway, and the development of the shale deposits? £70,000.
19. Do you think the shale deposit is permanent? Personally, I am thoroughly satisfied that it is. The following is an extract from the Records of the Geological Survey of New South Wales:—

The occurrence of kerosene shale in the localities mentioned, namely, Corbett's lease, Messrs. Wall and Knoblanche's discoveries, and near Mount Stewart—previously described—practically proves its persistence under the whole of the table-land in the parish of Gindantherie, between the Capertee and Wolgan Rivers, though with what degree of uniformity of grade, prospecting alone can show. In view of the above provings, the whole of the land in the parish mentioned has been recommended as a mining reserve. It may, perhaps, be added that it is practically worthless for any other purpose.

We have taken up that ground, and proved it by a tunnel of 1,200 feet, the seam being practically 3 feet. We have also proved it on both sides of the range, by various cuttings and tunnels. It is the largest deposit discovered in the world.
20. *Mr. Watson.*] Is it the most extensive? It is not necessarily the thickest, but it is the most extensive.
21. *Chairman.*] Are there any other mineral resources in the neighbourhood? I know there is one mine prospecting in the opposite range, within a mile of our ground, which proposes to utilise this tramway when constructed, and there are other deposits known, but not, I think, sufficiently large to be of any practical utility.
22. Could this tramway be used to develop those resources? Certainly.
23. Is it in contemplation by the railway authorities to construct a line in that direction? I do not think so. There was a proposal to construct a line from Whitburn up the Colo Valley, and from the Colo Valley up the Capertee Valley to Rylstone. I believe that would be so expensive to construct that it is not now intended to go on with it.
24. Are you satisfied that you are adopting the most economical means of transit by having this line constructed? Certainly. Cartage would represent 20s. a ton; by the railway we shall get it for a few shillings.
25. *Mr. Robert Jones.*] If a railway were ever carried up the Colo Valley, would not this railway naturally clash with it? No, it would go by a different route. Our line comes in at, or near, the Capertee Station. The Colo Valley line would go to Rylstone Station.
26. But would not your line tap the same district? A portion of it.
27. *Chairman.*] Would not the construction of this line increase the traffic on the Government trunk railway? Certainly. We expect that there will be a minimum of 25,000 tons of shale per year, with the possibility of there being some hundreds of thousands of tons.
28. Do I understand you to say that you submitted this Bill to the Railway Commissioners for their approval? I sent the Bill to the Railway Commissioners. I saw their Secretary, and went through it with him.
29. Did he make any suggestions? The only suggestion he made was that we should give the Government running powers over the line. That was accepted, and included in the Bill.
30. Is not that a provision which is nearly always incorporated in private Bills? It is not incorporated in any other private Bill, as far as I have information. I am not referring to the right of taking over the tramway, but allowing the Government to run their engines over the line without resuming it.
31. *Mr. T. R. Smith.*] Supposing the Colo Valley line were carried out, where would your proposed line join it? Our line will take about the last 20 miles of the Colo Valley line, and if the Government ever propose to construct the Colo Valley line they would very likely use their right of taking over this line, and instead of going on to Rylstone, they would go to Capertee.
32. That would make the junction at Capertee instead of Rylstone? Yes.
33. *Mr. Robert Jones.*] That would not be in accordance with what the Colo Valley line is intended to carry out—would it not be in contravention of it, seeing that the intention was to get away from bad cuttings? I think the Colo Valley line was an endeavour to get the traffic into Sydney without going over the Zig-Zag.
34. *Chairman.*] Have you decided upon the route which this line shall take? The country through which this line goes is exceptionally difficult. We have decided up to a certain point, and then we ask from the Canobla Gap the right of taking it on any one of three routes.
35. Is that owing to the precipitous nature of the country? Yes; steep precipices come in here and there. It is owing to the possibility of the line being blocked by one of these cliffs that we ask the right to use either of three routes. As a matter of fact, the Capertee route is almost certain to be the one used—that is, up Capertee Valley.
36. What will be the ruling grade and steepest grade? The ruling grade will be 1 in 70 on that line. At present there is one piece which goes 1 in 50, but, with a margin of deviation, we expect to get it reduced.
37. Suppose Parliament gives its assent to the Bill, how long would it be before the money would be available for actual work and the construction of the line? Before the end of the year.
38. Do you propose to use any rolling-stock of your own? We do no propose to use any rolling stock. We may require an engine for shunting. We propose to use Government rolling stock and trucks.
39. *Mr. T. R. Smith.*] Have you made any arrangements with the Railway Commissioners for haulage? No.
40. Do you know the cost of haulage? Yes; the Commissioners have already authorised a rate for haulage—that is, one half-penny per ton per mile; on the Government lines it would be ordinary rates.
41. *Mr. Hurley.*] Are you going to fence the line? Wherever it is required; it is provided in the Bill that it shall be fenced.
42. Have all the people who own land been communicated with as to whether they have any objection to the proposal. Yes. There are only three people on the line which is likely to be constructed—that is, up the Capertee Valley.
43. So far, they have not intimated any objection? On the contrary, they propose to give us the land free.
44. *Mr. Watson.*] Supposing the State wishes at any time to take over this tramway, is there a clause which provides that it can be resumed? There is a clause in the Bill stating that it may be resumed under the ordinary rules of arbitration, lately adopted in connection with such lines.

45. Do you think that would sufficiently assure the State getting the line at a reasonable price in the event of its wishing to resume? Yes, I think it will, on account of the rules of resumption being dependent upon the amount of profit that the line will show in the years previous to when the line is proposed to be resumed. I do not think this line will ever show a very large margin of profit; consequently it can never involve the payment of a very high price by the Government. J. Lang, Esq. 1 Oct., 1895.

46. Is it a correct term to say "profit," seeing that the Company which constructs the tramway will be using it chiefly for carriage of their own material? I take it the Company would have to show the profit on the railway, independently of any possible profits on mining operations. It would be on the profits derived from the railway that the arbitrators would decide what should be the cost of resumption to the Government.

47. Would you have any objection to the Committee putting in the maximum amount to be paid in case of resumption? Certainly not, if the Committee care to put in the actual cost of the railway, with an advance of a few thousand pounds. The cost of the line is supposed to be £60,000 at present; I do not know what other expenses we may have in connection with it, but if £70,000 is put down as the maximum cost, I should be glad if the Government would resume it at any time, and I should be glad if such a clause were put in.

48. We have had some experience of private lines; for instance, there is one from Menindie to Broken Hill; in that case the House insisted upon a deposit being placed to the credit of the Colonial Treasurer of £3,000, as a guarantee that the work would be completed within a certain time; according to all appearances that deposit will be forfeited this month; I fancy that that fact will have some influence on the Assembly; would you be able to do anything by way of giving a guarantee, either by money or a certificate from the Engineer-in-Chief for Railway Construction, that a certain amount of work had been done, it being a condition that otherwise the Act would lapse;—do you think that that could be arranged? That would not be very convenient at the present stage. I am practically representing the Capertee Shale and Oil Mining Co. (Limited), whose capital is £5,000, and most of the money has been spent in the development of that shale property, which, without a railway, is of no use to anybody. I am assured by the people who are obtaining the money for the railway that the money will be available before the end of the year.

49. I presume that practically, therefore, there is no doubt that when you are sure you can get your railway, you will form a larger company, or you have already made arrangements to form a larger company, which will have money to construct the railway? That is exactly the position.

50. Can you give anything to the Committee to satisfy them that there is a likelihood, in the event of their recommending the Bill to Parliament, that the work will be gone on with within a reasonable time, because you will recognise that it is not wise to encourage the taking up of the time of the House in discussing a Bill that may come to nothing? The gentleman who is in London making the financial arrangements of this Company has floated some of the most important companies out here, the last company being one for £500,000 to carry out the Illawarra scheme. He states that the money for this Company is available so soon as the Bill goes through.

51. From what I have seen of the country there, I do not think it is likely that the Government will resume this line; but in view of such a possibility, do you think it is wise to have a provision in the Bill allowing you to have a narrower gauge than that in existence on the Government railways? As you have stated, the Government are not likely to resume, and it does not matter very much to the Government what gauge you put down.

52. You give them permission by the Bill to use the line, but you also ask permission to adopt a smaller gauge than the Government line, so that you take away from the Commissioners the power ostensibly given by another clause to use the line for their own purposes? That is correct; but the right of running power over the line is a very small thing.

53. Do you think there is any particular reason in your own interests why there should be such a provision with regard to a narrower gauge? That is in the event of the negotiations which we believe are practically finished falling through, which requires £60,000 for the railway. The provision in the Bill will enable us then to commence with a smaller capital, and to put down a tram for about half that amount. We are, however, advised by our engineers that it will be cheaper in the long run for us to put down the tramway on the Government gauge.

54. *Mr. Hurley.*] I presume there is a continuance of the same deposit along the railway, and will there be any objection by the company to other people taking up the land for the same purpose? The Bill provides that the public shall be accommodated with regard to any goods which they wish to send at a certain rate per ton.

55. Can people take up land along the line for the same purpose as your Company? It is provided in the Bill that we shall have nothing but the surface of the land, and if there are any mines underneath the line people will be able to work them.

56. *Mr. Watson.*] Is there any provision in the Bill whereby the Railway Commissioners shall have the final say, or, at any rate, approve of your rates of carriage for the public? Yes; the Railway Commissioners have to approve of the by-laws which fix the rates, so that the Railway Commissioners are practically the arbitrators as to what is a fair rate to charge the public.

57. *Mr. Waddell.*] Are there many people living at the terminus of the proposed railway? Practically none. I would like to read to the Committee a note which appears in the official publication with regard to Crown lands open, or about to be declared open, for selection. Referring to 12,500 acres in the parish of Capertee, they say: "Climate mild to cold; rainfall ample; no one resides in this parish owing to difficulty of access."

58. *Mr. Watson.*] If this railway is constructed, will the Government land which is open for selection be benefited to some extent? Yes; it will render that land accessible, and it will enable people to send produce away.

Mr. Ignatius Wall called in, sworn, and examined:—

59. *Chairman.*] Where do you reside? At Capertee at present. Mr. I. Wall. 1 Oct., 1895.

60. What length of time have you resided there? For the last eighteen months or more.

61. Have you a good knowledge of the surrounding country? Yes.

62. Do you know many of the residents in the district? Yes; pretty well all of them.

Mr. I. Wall, 1 Oct., 1895.

63. Are you aware that it is proposed to ask Parliament for power to construct a tramway at Capertee, in order that certain mineral resources may be developed in that district? Yes.
64. Do you know the route of this proposed tramway? Yes.
65. Do you think it is likely that the Government will undertake the responsibility of constructing a railway to these deposits? I do not think so.
66. Do you think there is any opposition in the district to the proposal? None whatever.
67. Do you think that the proposed tramway would confer benefits on the residents in the district, and on future settlers? Yes.
68. Are there other mineral deposits in the district that might be developed if this tramway were constructed? There are vast areas of the same class of country which are likely to contain shale, just the same as in the existing mine. By prospecting there is likely to be other developments.
69. Do you know whether any petition has been prepared against the construction of this line? Not that I am aware of.
70. Does the line pass through any private land? I think it would pass through a little, but not very much.
71. Have you heard of any opposition from those people? No. Some of the people, whose land one of the routes would be likely to go through, have offered to give the land for nothing, provided that the railway does not interfere with their stock.
72. How many families are there in the district? About thirty.
73. Would not they have a cheap means of transit if this line were constructed? Yes; they consider that if the line were constructed they would be able to go in for agricultural pursuits a great deal more than they have been able to do in the past on account of the bad roads.
74. *Mr. T. R. Smith.*] Can they get out at present with their produce at all? No.
75. Is there good land in the Capertee Valley? Yes; they generally grow corn and potatoes.
76. What do they do with their produce at present? They do not cultivate much, but they would if they had a railway.
77. *Mr. Waddell.*] Is there much Crown land in the district? There is a good deal of Crown land in the upper part of the Valley, in the reserves; but in the lower portion of the Valley the principal part of the land is already taken up, and is contained in the old grants.
78. Would the railway run in the upper portion of the Valley or the lower? It would go right through. The people in the upper portion of the Valley might have 2 or 3 miles further to go to the tramway than those at the bottom portion of the Valley; but the line would benefit the whole of them.
79. *Mr. Watson.*] How many people are there now? Not more than thirty families in the whole of the Valley.
80. *Mr. Waddell.*] Would there ever be a prospect of the Government constructing a railway there? No.

Mr. Cornelius Dwyer called in, sworn, and examined:—

Mr. C. Dwyer. 1 Oct., 1895.

81. *Chairman.*] What are you? Journalist.
82. How long have you resided in the district where it is proposed to construct this railway? Ten years.
83. Have you a good knowledge of the district, and of those residing in it? Yes.
84. Are you aware that it is proposed by Mr. Lang to obtain the assent of Parliament to a Bill to enable a company to construct this tramway to develop the mineral resources of the Capertee district? Yes.
85. What is the feeling of the people in that district? It is generally in favour of the proposal. As proprietor of the local paper, I have had numerous letters asking me to advocate the construction of this tramway.
86. Do you think it will be a benefit to the residents in the district? Decidedly.
87. Do you think that it will mean further development in the way of settlement as well as the development of mineral resources? Undoubtedly.
88. Do you think there is a possibility in the near future of the Government constructing a line to this particular place? I do not think it would pay the Government, unless they had a mine or something of that kind, and unless they carried the line further on.
89. Do you think this is a clear case for private enterprise to step in and supply this want? Yes.
90. Is there any quantity of Crown land available in the immediate vicinity? Yes; a considerable amount.
91. Do you think that if this line were carried out it would lead ultimately to the taking up of Crown lands? Undoubtedly, if they are thrown open.
92. Have you heard of any opposition to the construction of this line? Not the slightest.
93. Have you heard of any petition against it? No.
94. Do you know the proposed route of the tramway? I believe it is from Glen Alice to a point on the Mudgee line. I do not know the particular point where it will join.
95. Does it pass through any private properties? Yes. I do not know whether the line will run through private properties, but it will pass them.
96. Have you, as proprietor of the *Rylstone Advocate*, received letters advocating the construction of the tramway? Yes, repeatedly.
97. Have you any with you? Yes; I have one which I received the other day, when it was announced in the *Sydney Morning Herald* that a Committee had been appointed to inquire into the proposal. It is signed by a number of the residents in the district.
98. *Mr. Waddell.*] Were the letters which you have received from people living in the district, but not directly interested in the mining ventures, or were the letters from men connected with and interested in the mine? The letters were from farmers and squatters.
99. Were they simply interested in the matter of carriage? Yes. The letters were from Messrs. Jamieson, McLean, and a number of other settlers. As far as I know, none of them are interested in the mine.
100. Are they only interested in obtaining a means of carriage for produce? Yes.
101. Do the letters you have received, and the information which you have got one way and another, entitle you to say that the people as a whole want this tramway? Yes.
102. Have the residents there much difficulty in getting in and out of their properties at present? Yes; the roads are very bad.
103. Have the Government spent any money in making the roads? There has been very little money spent in that way. The road is virtually a bridle-track.

Mr. C. Dwyer. 1 Oct., 1895.

104. If this proposal were carried out, would it save the Government the necessity of spending money in making a road? Yes.
105. If the line is made, do you think it will be a distinct benefit to the settlers? It will not only be a benefit to the present settlers, but also to hundreds of other people who will come there.
106. Do you think that the construction of the line will affect the value of the Crown lands in the neighbourhood to any extent;—will it make them much more valuable? Most decidedly it will increase the value of the land in the district.
107. What proportion of Crown lands is there in the district? There are a number of reserves there, but I cannot state the exact area. I could have got the information if I had anticipated that my evidence would be required. I was asked to give evidence in the interests of the people in the district.
108. *Mr. T. R. Smith.*] Is there good land in the Capertee Valley? Yes; some of the best in the Mudgee district.
109. Will it grow maize? Yes; 80 bushels to the acre. The good land is patchy, but there is plenty of it.
110. There is no way of getting out except by the Capertee Gap? Yes; that is the case.

Mr. Adelbert Theophilus Schleicher called in, sworn, and examined:—

Mr. A. T. Schleicher. 1 Oct., 1895.

111. *Chairman.*] Are you a licensed surveyor, residing at Hunter's Hill? Yes.
112. Are you aware that it is proposed to ask Parliament to assent to a Bill promoted by Mr. Lang for the construction of a tramway from the Mudgee line to the Capertee Valley? Yes.
113. Do you know the proposed route? No; but I know the land in the Valley pretty well.
114. Is it proposed that the railway shall go through any land with which you have had anything to do? Yes; as far as I understand, it goes through a small portion of the Lawson Estate which I specially reported on when I went to the Valley.
115. Is that estate vested in trustees? Yes; at present I believe the trustees are Mr. Roxburgh, of Norton & Co., and Mr. J. C. Taylor.
116. Will the interests of that estate be affected by the construction of this tramway? They will be favourably affected.
117. Have the trustees power to give the land free of cost to the promoter? I cannot say, but I understood from a conversation with one of the trustees that there would be no difficulty.
118. Do you think the estate generally would be benefited by the construction of the proposed tramway? Yes, because at present it is quite inaccessible.
119. What is the nature of the country through which the tramway would pass? For the first part of the distance in the Valley it is not very rough, but the difficulty is to get out of the Valley up to the height of Carpertee Station, or any part of the Mudgee line.
120. The Bill proposes to allow a deviation of 2 miles;—do you think that is a fair limit, considering the precipitous nature of the country? Yes, because several routes may have to be tried to get out, and they should be allowed every scope. Inside the Valley, I am sure there would be no objection to their going almost anywhere. On the way up to Capertee Station it cannot touch on much alienated land, because there is very little alienated.
121. Are you aware that there are some large areas of Crown lands available for settlement along this route? Yes; as large I think as in any part of the Colony—in fact, nearly all the Crown lands in Capertee Valley have been reserved for sale for ten years or more, because of the railway that Mr. Townsend was trying to get made. He made a survey under the auspices of the Government by way of the Colo Valley to Rylstone, and all the Crown lands were reserved at that time, and I believe they have never been revoked, so that the Crown lands still remain as they were ten years ago.
122. Supposing those reserves were revoked, would there be plenty of land available for agriculture? I think the best of the land has been alienated, but still there is a great deal of good quality left.
123. Are there mineral resources besides this particular deposit which would be developed? Yes; from all parts of the cliffs there are outcrops of shale, I believe, and coal even high up under the cliffs. I have a sketch here which shows that there is an outcrop right on the other side of the Valley.
124. If developments took place there, could this tramway line be used for any other mine? Yes; by branch lines over level country they could get to this tramway.
125. Are you aware of the nature of the access which people there have at present from Capertee Valley to the railway? It is very circuitous, in the first place. The Government were improving the road when I was there, but they had so little money that they could only attend to the very worst places. They will never make a good road out of the Valley.
126. Is the road capable of carrying a good load? No.
127. Do you think the most economical means of carrying the traffic would be the construction of a tramway? Yes; it is the only way to get out. Bullocks will not take traffic out by the present road.
128. *Mr. Waddell.*] Are the other outcrops which you speak of on Crown lands or on private lands? The one I specially know of is on private lands; but there is a perpendicular cliff all the way round, and a lot of it is Government land.
129. *Mr. T. R. Smith.*] How far would the tramway run from the place where you mention where there is an outcrop of coal? About 3 miles. I gave an estimate of the value of the land on the Lawson Estate, and the following is an extract from my report:—

But these values would be largely increased by the construction of the Colo Valley railway, the trial survey for which runs through the property in the position indicated on plan, and which will be next adverted to. The whole of the unalienated Crown land in the Capertee Valley is at present reserved from sale, pending the final determination and selection of this railway route; but we understand that, as the permanent trial survey is all but completed, this reserve will be curtailed to embrace only all Crown lands within a certain distance of this survey. Meanwhile, all the Crown lands adjacent to the freehold, and within the boundaries of the estate as occupied, are shut up from sale. There is no doubt that if this line were constructed, of which there is a reasonable probability, the value of the estate would be greatly increased, and especially the alluvial lands would then command high prices if sold or leased in farms. At present the difficulty and expense of taking produce out of the Valley prohibits any agriculture being carried on. As the lease has still over five years to run, it would be quite premature to make any recommendation as to the future disposal of the estate, as they would altogether depend upon the construction of the Colo Valley Railway. If this railway scheme is abortive we do not think the lands will bring much more than our present estimate, though the roads into the Valley are being gradually improved as far as the limited funds at disposal will allow. If, on the other hand, the railway be sanctioned and constructed, the freehold lands on the estate will bring large sums on subdivision, according to quality and position, as it is certain that the station, easily accessible from all parts of the estate, would be erected, and as nearly as possible in

Mr. A. T. Schleicher. 1 Oct., 1895.

in the centre of the estate. Access to both Sydney and up-country markets would then be as easy and cheap as in any other part of the Colony. As regard the mineral value of the estate, we made particular inquiry, and learned that coal seams crop out in various places in the perpendicular cliffs bounding the Valley, and that within the western boundary of Sir John Jamieson's 796 acre grant, in the position indicated on plan, a fine kerosene shale seam about 2½ feet thick has been traced, and the Crown lands immediately adjacent have been mineral selected. If a good railway were constructed as proposed there is no doubt that these mineral deposits would prove of value. At present they are lying unworked, on account of the difficulty of access already referred to.

130. *Mr. Lang.*] Do you know the proposed route of the railway through the Lawson Estate? Yes.
131. What is the nature of the country there? Where the line actually passes through the estate it is not of much value. It is beautiful country below on the river. The land is worth about 5s. to 10s. an acre where the tramway passes through the Lawson Estate—that is, on the site of the railway.
132. Did you recommend the trustees of the estate to sell that land at 5s. an acre? Yes; I recommended them to give the land for nothing.

TUESDAY, 8 *OCTOBER*, 1895.

Present:—

MR. HURLEY, | MR. W. H. B. PIDDINGTON,
MR. T. R. SMITH.

FRANK FARNELL, ESQ., IN THE CHAIR.

John Lang, Esq. (*the Promoter*), appeared on behalf of the Bill.

Hugh M'Lachlan, Esq., Secretary to the Railway Commissioners, called in, sworn, and examined:—

H. M'Lachlan, Esq. 8 Oct., 1895.

133. *Chairman.*] Are you aware that Mr. Lang is promoting a Bill for obtaining permission to construct a tramway to the Capertee Valley from the Mudgee railway? Yes.
134. Have you had an opportunity of perusing the provisions of the Bill? Yes.
135. Have you any objection to any of the provisions of the Bill? I have gone through the Bill, and there are a number of points on which I am directed to make suggestions to the Committee. Clause 1 seems to conflict with clause 13. Clause 1 provides that the Engineer-in-Chief for Railway Construction shall give a certificate that the line is satisfactorily constructed before it can be opened for traffic. In clause 13 it says that the line shall be completed to the satisfaction of the Railway Commissioners. I think it should be provided that the line shall not be opened until the Commissioners have certified that it has been completed to their satisfaction.
136. Would you suggest that the Engineer-in-Chief for Railway Construction shall be retained? He should give the certificate, and it should be provided that before the line is opened the Railway Commissioners should certify that the line is in a fit condition for working. In another clause it does provide that the Commissioners shall have power to approve of the rolling-stock; but I understand that it is likely that the line will be made to our gauge, and therefore the ordinary rolling-stock can be run over it. Clause 1 and also clause 2 are weak as regards any penal powers. Clause 2 says that the line shall be maintained in proper order, but there is no penalty if that is not done. The Committee might make a provision that such repairs shall be carried out to the satisfaction of the Railway Commissioners, who may at any time call upon the said owner to provide such additional works as may, in the opinion of the Railway Commissioners, be necessary for the proper and safe working of the branch line, and should the said owner fail to carry out such works the Governor and Executive Council may declare the line to be closed until such time as the works specified have been carried out, and if the line should be worked during such closure the said John Lang should be subject to some penalty which the Committee might provide. That would make it compulsory on the owner to carry out the repairs which the Commissioners might think necessary. I do not know whether the question of gauge will be dealt with by the Committee; that is very largely a question for the owners themselves. I think it would be more convenient for them to have the gauge the same as that on the Government railways. Then clause 9 says that rolling-stock shall be subject to the approval of the Railway Commissioners. I take it that it is meant that the rolling-stock will not be used unless the Commissioners approve of it, but that is not stated. That should be made operative by inflicting some penalty. It is provided that the Company can carry passengers, and I take it the Committee wish to protect the public from travelling in unsafe vehicles. It would be for the Commissioners to say whether such vehicles were fit for the public to travel in.
137. Do you not think that case is sufficiently provided for by these words in the clause:—

> Provided that all rolling-stock, before and during use, shall be subject to the approval of the Commissioners for Railways.

—? Suppose they use rolling-stock that is not approved of, there is nothing in the Bill to punish them. Section 11 also introduces, to some extent, a divided authority. It is there provided that a report shall be made to the Secretary for Public Works. In another clause it is provided that the report shall be made to the Railway Commissioners. The question is whether "Railway Commissioners" should not be included in this clause 11, so as to provide only one authority. Then in the Bill the Railway Commissioners are referred to in some cases as the Commissioners for Railways. Their legal title is Railway Commissioners. In clause 14 it says:—

> If within sixty days of the passing of this Act the said persons through whose land the tramway shall pass.

It might be well to make that read in the following way:—"The said persons other than the Railway Commissioners." Clause 38 provides that the Commissioners shall have running powers over the line in the event of its being constructed on the 4 feet 8½ inches gauge, for conveying material for railway purposes. It is there provided that the rate charged shall be 1d. per ton per mile. It is thought that should be ⅔d. per ton per mile for such material loaded in Government trucks.
138. What about the regulation of the speed? If the Commissioners' vehicles run on the line, they would be run under our own regulations.
139. But in the Bill it is provided that the rate of speed shall be approved of by the said John Lang, &c.? A certain weight of rail would be used, and in our own interests we would only run suitable engines. In

clause

H. M'Lachlan, Esq.

8 Oct., 1895.

clause 41 there is a verbal alteration necessary. Instead of "previous consent in writing," it should be "previous consent under seal." In the third line in clause 42, it would be well to add "the same Commissioners shall erect such signals, &c., as they may deem necessary." With regard to clause 43, I would suggest, in order to make it clear, that there should be added, "The working and management of the Company's trains, at the junction of the Government railways, shall be carried out under arrangement with the Railway Commissioners, and under such conditions as they may approve." The same thing occurs, as I have already referred to, in regard to the Commissioners having power to enter and inspect the tramway, and also to deal with accidents. The Commissioners have power to enter and inspect, but there is no power given to them to deal with any weaknesses they may find. The previous suggestion would, to some extent, meet this:—"The Commissioners may call upon the owners to provide anything they may deem necessary for the proper and safe working of traffic, and to provide that the line shall not be worked until the Commissioners are satisfied that the line is perfectly safe." In dealing with a private railway—a coal line—at Newcastle, I made a suggestion to the Committee then sitting, that a provision should be added, that if the line were not worked for a certain time it should revert to the Crown. Crown lands are given to the Company; but afterwards the line might be abandoned, and might become a block to the progress of the district. There should be a provision that if the line is abandoned it should revert to the State after a reasonable time.

140. Speaking generally, do you think there is any likelihood of the Railway Commissioners recommending that a line should be constructed to Capertee Valley from the Mudgee railway? That is a matter of policy which the Railway Commissioners have not gone into. Speaking on my own authority, it seems to me the line would be a feeding line to the Government railways, and it would not be a competitor in any way with the Mudgee line. As a matter of policy, the Commissioners would never look at a line unless the Government asked them to do so, as provided by the Railways Act.

141. Do you know the country through which this line will pass? I have never been over it; but I know it is very rough.

142. *Mr. W. H. B. Piddington.*] Have the Railway Commissioners any objection to the line? No.

143. *Mr. Lang.*] Do you object to the provision in clause 1 with regard to the Engineer-in-Chief for Railways? No. The certificate of the Engineer-in-Chief should be given that the line is properly constructed; but to bring it into conformity with other portions of the Bill it should be provided that the Railway Commissioners should also say that the line is fit to be opened. That would be carrying out the practice of the Railways Department, which is that the Railway Commissioners agree that a new line is fit to be opened. In clause 13 of this Bill it is provided that the line shall be completed to the satisfaction of the Railway Commissioners.

144. Do you say that if the line is abandoned for some two years it should be taken over by the Government? Yes.

145. Would it not be fair to allow the Company to remove the material? Yes. It is possible the deposit of shale might be worked out. If the Company left the highway perfectly safe, it would be reasonable to allow them to remove the material.

146. *Chairman.*] Are you satisfied with the rates to be charged, as specified in the Bill? It is not a matter that affects the Commissioners.

147. Do you think that the rate fixed is too high? Yes; I think it is a high rate.

148. What would you suggest as a fair maximum? That would depend to a large extent upon the conditions under which the Company will work; it may be an exceptionally dear line to work. They may have certain charges to bear which our experience would hardly govern. But the rate fixed is higher than I have seen fixed before for cheap material. Our rate is slightly less than 1d. per ton per mile for a distance; 9d. is too high. Personally, I think it ought to come down pretty well one-half.

149. Do you think it would be reasonable if we replaced it by 6d.? That would depend upon what evidence the Company can give as to the prospects of the line. I think 9d. is too high.

150. What is the rate on the Government railways for the carriage of such material as shale over short distances? It comes to about 2s. 1d. per ton for 20 miles.

151. This being a short line of about 22 or 23 miles, comparing the charges which you make for the same distance for the carriage of shale, do you think it is unreasonable for the company to ask 9d. per ton per mile? Yes. It is an exceptional line; you have only one class of traffic. For instance, it depends upon what people are paying to-day, and what the Company can afford to carry it at. It is for the Company to satisfy the Committee as to what would be reasonable for them, and the public.

152. What is your rate for 20 miles? For a considerable distance about a 1d. per ton per mile.

153. *Mr. Lang.*] Did I not place before you a statement of what the Company considered would be an equitable amount for the freights? Yes.

154. Did I explain that we reckoned upon getting 25,000 tons of shale, which is more than half the present average output? As I have said, as a matter of personal knowledge, I am not in a position to judge. It is a matter for the promoters to satisfy the Committee as to why they are fixing this rate. If the Committee think it is a fair thing, no doubt they will recommend it; but looking at the question as it presents itself to me, I think 9d. is too high a rate.

155. Is not the rate of 9d. a maximum? Yes.

156. Have not the Government a maximum rate, according to which they can charge 1s. per ton? No, our rates are fixed; we do not vary them.

157. But still they have a maximum rate, and suppose goods were only sent 1 mile, you could charge 1s.? No; 1 to 10 miles is the common rate.

158. If goods are taken 1 mile, are they not charged 1s. 3d.? Yes; that is our minimum.

159. So, if this Company were sending goods a short distance, they would be entitled to charge at least that rate? Yes.

160. Did I not put this before you in this way: that I would like you to give evidence as a sort of referee between the company and the public; I think you took my statement for granted that 25,000 tons was half the amount of shale which has been obtained for the last twenty-five years; I estimated that the cost of constructing the line would be £60,000, and that the interest at 10 per cent. on that amount would come to £6,000, or 4s. 1d. per ton, and maintenance, twenty-one men, would amount to 1s. 9½d. per ton; management £600, would be ½d. per ton; wear and tear, taking it that the line would last for fifteen years, 3s. 2½d. per ton; haulage charges by the Government, ½d. per ton? I do not agree with the charge of ½d. per ton.

161.

H. M'Lachlan, Esq. 8 Oct., 189

161. Is not the charge ½d. per ton on the Illawarra lines? That is using their own trucks and engines It is not a similar case. It is a similar case with regard to the haulage of material.
162. Possibly the Commissioners might charge more than ½d.? Yes.
163. And that would be still more disadvantageous to the Company, so that the total of all these charges would be 10s. per ton? That is about 6d. per ton per mile.
164. Do you not think that 10s. per ton would be a fair amount to charge? I think 9d. per ton is too high. I think 6d. per ton would be fairer.
165. So far as your experience is concerned, and considering the exceptional nature of the tramway, and the possibility of shale being almost the only goods to be taken, do you think that 6d. per ton per mile would be equitable? I think that would still be high. I think the estimate of 10 per cent. interest on the cost of the line is rather high, and fifteen years is rather a short term to give for the existence of the line. Then the allowance of twenty-one men for maintenance of the line seems high. That is why I think 4d. or 5d. a ton would be more equitable. But that is a matter on which I should not like to advise the Committee. It is for the Committee to decide after hearing all the evidence.
166. For produce other than shale do you consider that for the haulage of 20 miles twice the Government rate would be reasonable? Yes; I may mention that the solicitor to the Railway Commissioners pointed out that in several instances the Bill seemed to be loosely drawn, and the verbiage in several places should be altered. The wording of the clauses might give rise to doubt if any legal difficulties arise.

TUESDAY, 15 *OCTOBER*, 1895.

Present:—

Mr. HURLEY, Mr. W. H. B. PIDDINGTON, Mr. T. R. SMITH, Mr. WATSON.

FRANK FARNELL, Esq., IN THE CHAIR.

Henry Deane, Esq., Engineer-in-Chief for Railway Construction, called in, sworn, and examined:—

H. Deane, Esq. 15 Oct., 1895.

167. *Chairman.*] Are you aware that Mr. Lang wishes to obtain permission to construct a tramway from the Mudgee Railway through Capertee Valley? Yes; I have read the Bill. After looking through it, I wrote a minute to the Under Secretary, embodying some remarks and recommendations. Mr. Lang called on me, and discussed various points which I thought were rather doubtful in the Bill, and, in one or two instances, he has induced me to modify my first opinion. The first is with regard to the 2 miles of deviation on each side of the three proposed routes. I thought that I allowed too much latitude, but I am not certain now that it is of any importance. I think the amount of deviation might be very well left in the Bill. But I thinkthat the grades and location of the line should be made subject to approval, as well as providing that the tramway shall be constructed in a proper and workmanlike manner, to the satisfaction of the Engineer-in-Chief for Railway Construction. The location, that is, the route, should be submitted and approved also. On page 2, line 39, gauges are proposed varying from 2 ft. to 4 ft. 8½ in. It would be better to definitely settle the gauge at 4 ft. 8½ in. In the event of any arrangement being made later on for the purchase of the line by the Government, it would probably be necessary to alter the gauge to 4 ft. 8½ in. On page 2, line 49, instead of "shall at all times maintain the following works," it should read "shall construct and at all times maintain the following works." In page 3, line 50, the word "aforesaid" should be "hereafter." With regard to the fares and charges, I recommended to the Under Secretary that they should be made subject to the approval of the Railway Commissioners, but as the Committee have already had their Secretary before them perhaps I need not make any further remarks as to anything concerning the Railway Commissioners. Clause 13 should be made to agree with clause 1, line 35, where it states that the tramway shall be constructed in a proper and workmanlike manner to the satisfaction of the Engineer-in-Chief for Railway Construction. I think it would be satisfactory to the Government and the Railway Commissioners if the Railway Commissioners were added in that clause. Of course, as regards construction, the tramway would have to be passed by me; but as regards traffic arrangements, junctions, and so on, they must necessarily be subject to the approval of the Commissioners. I am of opinion that before clause 14 a clause should be inserted requiring that notice of resumption should be given to all parties interested in such land, and that they should be served with notices in the manner mentioned in clauses 18 and 19 in Simpson's Railway Bill. I do not find anything at present in the Bill exactly stating that notices are to be served. I think it would be better if the Bill were carefully looked through by a lawyer to see that everything is right.
168. *Chairman.*] Would you omit clause 35? No; I think that before clause 14 a clause should be inserted requiring notices of resumption to all parties interested in the land. Then clause 36, which comes later on, shows how the notices are to be served. The proper place I think for the provision requiring Mr. Lang to give notice of resumption will be before clause 14. I recommend that clauses 18 and 19 in Simpson's Railway Bill be referred to, as giving the proper provisions. There is a provision in the Bill that Crown lands which shall be necessarily used or taken for the tramway shall be granted in fee-simple. That has not been the usual practice for some years past, and it is not desirable to introduce it here. I would recommend that that clause be modified so that Mr. Lang should be obliged to pay some amount for the land, even though it might be nominal, or to lease it. In the interest of the public, I think that a clause dealing with damage and severance should be inserted, similar to clause 31 in Simpson's Railway Bill. I am not a lawyer, and probably some of these provisions might be made a little clearer. After these insertions are made, it should be seen that there are no repetitions, and that one clause is not in conflict with another.
169. Do you know the nature of the country over which this tramway is to be constructed? I have not been over the ground, but I have travelled along the Mudgee line, from which the Capertee Valley can be viewed.
170. Is it probable that, within any measurable distance of time, the Government would construct a line through the Capertee Valley, such as is now proposed? I do not think it is likely.
171. Do you consider that this tramway would act as a feeder to the main line? I suppose it would.

172.

H. Deane, Esq. 15 Oct., 1895

172. What would be a reasonable time to allow for the construction of the line, seeing that it is estimated to cost about £3,000 a mile, and that it is about 23 miles in length? If it were necessary to impose a limit of time, it would have to be taken into consideration that financial arrangements would have to be carried out. I suppose that a year or eighteen months would be sufficient for constructing the tramway.
173. Do you know whether this line traverses any private property? I think there is a little bit of private property, but it passes mostly through Crown lands. I have not been able to get all the plans.
174. With the incorporation of the amendments you have suggested as safeguards in the interests of the public, do you think there would be any objection to the construction of the line? I think not.
175. *Mr. Watson.*] Is there any probability of the survey which was made a little time ago up the Colo Valley being taken advantage of by the Department? I think it is very unlikely, because it is such an expensive line, and it would really never serve the purpose for which it was intended.
176. There is a clause here about resumption of the line by the Government;—do you think it would be better to insert a power of resumption at a fixed amount, sufficient to cover the first cost, or to provide for arbitration? I think it would be better to provide for arbitration, or the amount should be ascertained, as stated here, by assessment in terms of the Land for Public Purposes Acquisition Act. When the line is new it might be worth the money which it cost; but later on it may be in disrepair. It would never have exactly the same value again. Of course, if the traffic increased it might be worth more, but I think it would be fairer to the Government and the proprietor to have an assessment or arbitration.
177. What provision was made in that respect in the Tarawingee Tramway Bill? It is just the same as in this clause, except that in that case there is to be three months' notice instead of six months.
178. *Mr. Lang.*] Have you any objection to the clause giving the Company the option of making the line to the Government gauge, or if they were not able, for financial reasons, to do so, that they should be allowed to put down a narrower gauge which would be cheaper? It seems to be rather a hard condition to forbid the Company to put down a narrow gauge if they can do so much more cheaply. I do not think it would be wise to put in that restriction.
179. You suggest that a price should be fixed for the Crown lands which will be used;—is not the country there very rugged, and the land almost worthless? Yes; but, on principle, it is very undesirable that the land should be given for nothing.
180. *Mr. Watson.*] Is there not some provision dealing with that question in the Menindie Railway Bill? I think there is some provision in all the other Bills. In the Menindie Bill the Crown lands are leased, the annual rent being fixed by the Minister for Lands. I think that in some of the other Bills the rent was fixed. It is a very bad practice to give the lands for nothing, no matter what the value may be. The land ought to be paid for in some way.
181. If the land were given for nothing, and it was afterwards resumed, say in fifty or seventy years, would not the arbitrators probably take into consideration the value of the land at that time as being part of the property of the Company, which would have to be paid for by the Government? Yes; I do not see any provision in the Tarawingee Bill.

John Lang, Esq., recalled and further examined:—

J. Lang, Esq. 15 Oct., 1895.

182. *Mr. T. R. Smith.*] I see there is a provision in the Bill for making a charge not exceeding 9d. per ton per mile. Supposing that other land is taken up by people on the same line as your Company, would you charge them 9d. per ton per mile? No; these rates are subject to the approval of the Railway Commissioners, and 9d. is the maximum charge.
183. *Mr. Watson.*] If you had to carry goods for 4 miles it would not pay you to carry them for that distance unless you charged a maximum of say 9d. But if you had to carry the goods for 24 miles, you could afford to carry them for less? Yes.
184. *Mr. T. R. Smith.*] Would not this provision shut out anybody else? Even at these rates it does not. In conversation with the Secretary for Railways he said that 9d. a ton was rather high, but he thought 7d. would be a fair maximum. Then the Commissioners will have the right of saying what is to be charged.
185. The Commissioners would charge you about 1½d. per mile, so that you will get a profit of 7½d. per ton? That is not quite right. This is the estimate which I put before Mr. McLachlan. I am taking it that the amount of shale which will be carried will be 25,000 tons per annum. Almost the only thing which we will carry on this line will be shale, either from our mine or on the other mines. The Government statistics show that last year 21,000 tons of shale were exported, and the average for the five previous years was 54,000 tons. I do not take the exceptional minimum of 21,000 tons, but I take it that the average is likely to be 50,000 tons per annum. If this Company takes half that amount that will be more than a fair amount upon which to base the calculation. I assume that the railway will cost £60,000, and I put down 10 per cent. as the interest on the cost of construction, and that 25,000 tons will be carried. That gives a charge of 4s. 1d. per ton. Then 21 men for maintenance would cost 1s. 9½d.; management will cost ½d.
186. Could you submit to a reduction in the maximum charge? I would be prepared to accept 7d. as a maximum, and very likely when we get to work we shall find that we shall be able to do it for 6d.
187. Would not that shut out everybody else? I am certain it would not. Take, for instance, the Jenolan works. They have to pay 6s. a ton for cartage and 9s. 6d. per ton royalty. They have to take the shale 8 miles by road. At 6d. a ton that would cost them 10s. Then there is the Government royalty of 6d. per ton, so that they would have to pay 10s. 6d. on our line, whereas the people running the Jenolan mine have to pay 15s. 6d. a ton, so that people using our line would have to pay 5s. less. Then it must be borne in mind that the Government railways have a large quantity of goods going over their lines, and they get their money at 4 per cent. It is acknowledged that the proposed line is one which the Government will not construct, because the quantity of goods carried will be so small. When the quantity of goods is small the rate has to be raised to make it pay. It cannot be expected that this Company will carry the goods of opposition Companies at a loss.
188. *Chairman.*] But you must remember that this line is to be constructed in the public interests, as well as for your Company? I quite agree with that view. I should be glad to be allowed to finish the calculation which I was giving, which shows that we should charge about 10s. a ton. I take it that the line will be worn out in fifteen years, so that we should have to write down £4,000 per annum. That makes 3s. 2½d. per ton; the haulage charges by the Government would be from ½d. to ¾d. I do not know the

J. Lang, Esq. 15 Oct., 1895.

the exact amount. That brings up the total to 9s. 6¼d. per ton. If it is considered that these charges are not equitable, of course the proposed rate of 10s. a ton would not be equitable; but I think it will be found to be equitable.

189. *Mr. Watson.*] The formation would not be worn out in fifteen years? Possibly not, but the rails and sleepers would be. The sleepers would have to be replaced several times over.

190. Is there not a provision in the Bill that any rates are to receive the approval of the Railway Commissioners? Yes. Any by-laws have to be approved of by the Railway Commissioners, including the rates.

191. *Mr T. R. Smith.*] All other people would be at your mercy? No. Shale is the standard thing that the Company will have to depend upon. We are prepared to carry ordinary goods, other than shale, at twice the ordinary Government rates for 20 miles, but we say that shale should pay as much as our own shale. Supposing that nothing else were sent over the line but our own shale, that would cost us about 9s. per ton.

192. That is only assuming that you will send out 25,000 tons of your own shale; but if you have to send out 50,000 tons for the public, what would it cost? That would cost about one-half. Last year there were only 21,000 tons of shale exported, and the average for the last five years has been 54,000 tons.

193. *Mr. Watson.*] Then the inference is that the demand is somewhat limited? All I can say is that that is what the Companies in existence have been able to sell.

194. *Mr. T. R. Smith.*] Supposing a person takes up a block of land containing coal or shale adjoining your proposed tramway, is there any provision in the Bill whereby persons can connect with your line? Yes; subject to its being a suitable place.

APPENDIX.

A.

[*To Evidence of Mr. C. Dwyer*, 1 *October*, 1895.]

To Messrs. Dwyer and Scifleet, *Bylstone Advocate*,—

Gentlemen,

Seeing through the columns of your valuable paper that a petition has been presented to the Legislative Assembly praying that body to grant permission to Mr. John Lang to construct a tramway from Glen Alice to a point on the Mudgee Line, we ask you to use your best endeavours in keeping this matter before the Member for the electorate and the other Members of the Legislative Assembly, through the columns of your paper. The advent of a tramway through the country stated above would confer a very great benefit on the people residing in these districts. We are, so to speak (at Glen Alice), cut off from any market, owing to bad roads and other disadvantages. Capertee Valley is well known to be very fertile, and there are thousands of acres of Crown Lands in the shape of useless reserves that, with the opening up of railway communication as proposed by Mr. Lang, could be thrown open for selection, and would eagerly be taken up by hundreds of young men, many of them with families, anxious to settle on these Crown Lands and make comfortable homesteads for themselves. The tramway would place them in a position easily accessible to market, without having to pay the very high rates to carters to Capertee Railway-station, and then reloading for the Sydney market. Besides, the acknowledged mineral resources of Capertee and Glen Alice would also be opened up by this same tramway, and would employ hundreds of families. We wish Mr. John Lang every success with his plucky venture, and promise to give him our aid in the undertaking. We also thank you for keeping the matter before the public; also on every available occasion pointing out through the columns of the *Advocate* the rich resources of our district, which has to a great extent been the means of attracting capitalists from elsewhere to visit us, and see for themselves that the statements made in your paper have been correct.

We are, &c.,

John R. Paton, storekeeper, Capertee.
Eric Erickson, dealer, Capertee.
G. A. Gamfield, miner, Capertee.
James Shervey, resident, Capertee.
W. McAnolrim, farmer, Glen Alice.
George Dowling, labourer, Capertee.
John Ryan, store assistant, Capertee.
W. Simkins, carrier, Capertee.
James G. Lynch, labourer, Capertee.
John Larkins, miner, Capertee.
Henry Marshall, miner, Capertee.
Chas. Cortis, miner, Capertee.
A. Dennis, teacher, Capertee.
M. Phillipson, hotel-keeper, Capertee.
F. Williams, station-manager, Coco Creek.
F. Fletcher, farmer, Coco Creek.
J. H. McLean, grazier, Capertee.
W. Masters, farmer, Glen Alice.
Samuel Masters, sen., farmer, Glen Alice.
Henry P. Beaumont, overseer, Glen Alice.
Thomas Moore, labourer, Glen Alice.
Samuel Masters, jun., farmer, Glen Alice.
Thomas L. Grimshaw, farmer, Glen Alice.
Charles Grimshaw, farmer, Glen Alice.
Chas. A. Lark, farmer, Glen Alice.
Malachi Donoghue, farmer, Glen Alice.
Harry J. Lark, labourer, Glen Alice.
Samuel Nicholson, jun., farmer, Nile.
John Nicholson, jun., farmer, Nile.
Samuel Nicholson, farmer, Nile.
Archibald Nicholson, farmer, Nile.
D. M. McLean, grazier, The Crown.
Geo. Baker, grazier, Glen Alice.

Sydney: Charles Potter, Government Printer.—1895.

1895.

LEGISLATIVE ASSEMBLY.

NEW SOUTH WALES.

REPORT FROM THE SELECT COMMITTEE

ON THE

BOROUGH OF REDFERN ELECTRIC LIGHTING BILL;

TOGETHER WITH THE

PROCEEDINGS OF THE COMMITTEE

AND

MINUTES OF EVIDENCE.

ORDERED BY THE LEGISLATIVE ASSEMBLY TO BE PRINTED,
17 *October*, 1895.

SYDNEY: CHARLES POTTER, GOVERNMENT PRINTER.
1895.

[6d.] 252—

1895.

EXTRACTS FROM THE VOTES AND PROCEEDINGS OF THE LEGISLATIVE ASSEMBLY.

VOTES No. 23. TUESDAY, 8 OCTOBER, 1895.

9. BOROUGH OF REDFERN ELECTRIC LIGHTING BILL (*Formal Motion*):—*Mr. Watson*, for Mr. McGowen, moved, pursuant to Notice,—
(1.) That the Borough of Redfern Electric Lighting Bill be referred to a Select Committee for consideration and report.
(2.) That such Committee consist of Mr. Brunker, Mr. Cann, Mr. Anderson, Mr. Whiddon, Mr. Wilks, Mr. Nelson, Mr. Mackay, Mr. Waddell, Mr. Perry, and the Mover.
Question put and passed.

VOTES No. 28. THURSDAY, 17 OCTOBER, 1895.

3. BOROUGH OF REDFERN ELECTRIC LIGHTING BILL:—Mr. McGowen, as Chairman, brought up the Report from, and laid upon the Table the Minutes of Proceedings of, and Evidence taken before, the Select Committee for whose consideration and report this Bill was referred on 8th October 1895; together with a copy of the Bill as amended and agreed to by the Committee.
Ordered to be printed.

* * * * * *

CONTENTS.

	PAGE.
Extracts from the Votes and Proceedings	2
Report	3
Proceedings of the Committee	4
Schedule of Amendments	4
List of Witnesses	4
Minutes of Evidence	4

1895.

BOROUGH OF REDFERN ELECTRIC LIGHTING BILL.

REPORT.

THE SELECT COMMITTEE of the Legislative Assembly, for whose consideration and report was referred on 8th October, 1895, the "*Borough of Redfern Electric Lighting Bill,*"—beg to report to your Honorable House :—

That they have examined the witnesses named in the List* (whose evidence will be found appended hereto) ; and that the Preamble having been satisfactorily proved to your Committee, they proceeded to consider the Bill, in which it was deemed necessary to make certain amendments.

* See List, page 4

Your Committee now beg to lay before your Honorable House the Bill as amended by them.

JAS. S. McGOWEN,
Chairman.

No. 1 *Committee Room,*
Legislative Assembly,
16*th October*, 1895.

PROCEEDINGS OF THE COMMITTEE.

TUESDAY, 15 *OCTOBER*, 1895.

MEMBERS PRESENT:—

Mr. Cann, Mr. Mackay, Mr. McGowen, Mr. Perry, Mr. Wilks.

Mr. McGowen called to the Chair.
Entry from Votes and Proceedings appointing the Committee *read* by the Clerk.
Printed copies of the Bill referred, together with original Petition to introduce the same, before the Committee.
Present:—T. M. Slattery, Esq. (*Solicitor for the Bill*).
William Thomas Poole (*Mayor of the Borough of Redfern*) called in, sworn, and examined.
Witness withdrew.
Edwin Berry (*Alderman of the Borough of Redfern*) called in, sworn, and examined.
Witness withdrew.
William Thomas Poole recalled and further examined.
Room cleared.
Preamble considered.
Question,—"That this Preamble stand part of the Bill,"—put and passed.
Solicitor called in and informed.
Adjourned till To-morrow at 11 o'clock.

WEDNESDAY, 16 *OCTOBER*, 1895.

MEMBERS PRESENT:—

Mr. McGowen in the Chair.

Mr. Cann, Mr. Nelson, Mr. Waddell, Mr. Mackay, Mr. Perry, Mr. Whiddon, Mr. Wilks.

Bill considered.
Clauses 1 to 38 severally read and *agreed* to.
Clause 39 read, amended*, and *agreed* to.
Title read and *agreed* to.
Chairman to report the Bill, with amendments, to the House.

*See Schedule of amendments.

SCHEDULE OF AMENDMENTS.

Page 9, clause 39, line 30. *After* "arrange" *insert* "but such disposal by sale or lease shall be for the sole purpose only of enabling the said Council providing, from time to time, new electric lighting plant, including land and buildings."

" " " *Insert* the following paragraph (*a*):—

(*a*) "That no such corporation, company, or private person, shall have any power whatever to supply electricity in the said Borough for any public lighting purposes."

LIST OF WITNESSES.

PAGE.
Berry, E. 7
Poole, W. T. 5

1895.

LEGISLATIVE ASSEMBLY.

NEW SOUTH WALES.

MINUTES OF EVIDENCE

TAKEN BEFORE

THE SELECT COMMITTEE

ON

THE REDFERN BOROUGH ELECTRIC LIGHTING BILL.

TUESDAY, 15 *OCTOBER*, 1895.

Present:—

MR. McGOWEN, MR. WILKS, MR. PERRY, MR. CANN, MR. MACKAY.

JAMES SINCLAIR TAYLOR McGOWEN, ESQ., IN THE CHAIR.

T. M. Slattery, Esq., Solicitor, attended on behalf of the Redfern Borough Council.

William Thomas Poole called in, sworn, and examined:—

W. T. Poole, Esq. 15 Oct., 1895.

1. *Mr. Slattery.*] You are mayor of the borough of Redfern? Yes.
2. How long have you been mayor? Since the commencement of this municipal year.
3. That is since February last? Yes.
4. Have you been mayor before? No.
5. How long have you been an alderman of the borough? For between four and five years.
6. How long have you been a resident of the borough? Over thirty years, on and off. I have resided there continuously for the last fifteen years.
7. The Borough Council of Redfern have applied for this Bill to get power to light the streets and public places of the borough with electricity, and for other purposes necessary to carry out that intention? Yes.
8. Is the Council unanimous in making this application? Yes.
9. The Bill which is now before the Legislative Assembly in charge of the Chairman of this Committee has been unanimously agreed to by the Council? Yes, line by line and clause by clause.
10. Not only is there perfect unanimity upon the subject matter of the Bill, but the Council are unanimously in favour of the Bill itself? Absolutely.
11. At the present time the borough is being lighted with the electric light? Yes.
12. Has that been done since you became mayor? The installation was begun after I became an alderman of the borough, but it was finished before I became mayor.
13. What amount has been expended upon the work? £19,000, as near as possible.
14. That amount has been expended in laying on the electric light throughout the borough? Yes, that is what we have expended upon the cables, the poles, and all the plant.
15. You recently experienced some little difficulty in regard to your right to levy rates and so on? Our rights have been challenged.
16. It is in consequence of that, and to avoid unnecessary litigation, that you have applied to Parliament for statutory powers in the matter? Yes, that is the ground-work of our application. The Bill is asked for to clearly define the Council's rights and powers in dealing with this matter, so that consumers may have no doubt whatever as to our position.
17. *Chairman.*] Did not the recent Validating Act clear the matter up? No; that Act simply put aldermen upon the same footing as other ratepayers in regard to certain matters.
18. *Mr. Slattery.*] Have you heard of any objection on the part of the ratepayers to the Bill? Not the slightest.
19. The Bill, except for the provisions dealing with the selling and leasing of the electric lighting plant, is almost word for word a transcript of the borough of Newcastle Electric Lighting Act? That is so.
20. You ask for power to supply electric light to places outside the municipality? Yes.
21. Will you give the Committee a reason for that? Applications have been made to the Redfern Council to know upon what terms we would be prepared to supply adjoining municipalities with the electric light for street-lighting purposes. The Bill gives the Redfern Council power to extend its electric lighting system into other municipalities, with the consent of those municipalities, and it places an adjoining municipality

W. T. Poole, Esq.
15 Oct., 1895.

municipality so dealt with in the position of an ordinary ratepayer, who contracts with the borough for the supply of light. Even if the Bill is passed as it stands, we shall not be able to go outside of our boundaries without the consent of the adjoining municipalities, and we will have no power to levy rates beyond our own boundaries. Adjoining municipalities who contract with us for the supply of light are empowered to levy a rate themselves to pay for the service.

22. *Mr. Perry.*] Adjoining municipalities which take the light will deal with their ratepayers themselves; you will simply deal with the Council? Yes.

23. *Mr. Wilks.*] The provision in the Bill to which you refer is intended to meet the case of adjoining municipalities which are not strong enough to carry out an installation of their own? Well, rather for cases where the amount of light required would not warrant them in putting in an independent installation.

24. *Mr. Slattery.*] On the Sydney side of Cleveland-street there are a number of houses which you have been asked to supply with the electric light? Yes.

25. You want to have power to light those premises? We have actually supplied light to them.

26. But you want to have legal power to do it? Yes, with the consent of the Sydney authorities. The position is simply this: Ratepayers of the city have applied to us for the light, but we have felt a great difficulty in crossing our boundaries. The Bill gives us power to go beyond our boundaries. The city authorities are quite passive in the matter. They have not given their legal consent to the arrangement, but they say that they will not interfere until they get their own Bill, when we shall have to retire, which is right enough. A number of the city shop-keepers, in addition to those who are already supplied, have asked for the light, but, during my term of office, I have steadily refused to allow the light to be supplied to persons outside the municipality, pending the passing of the Bill.

27. *Mr. Wilks.*] When contracts can be entered into between the municipality of Redfern and the individual citizens? Yes, with individual citizens, with the consent of the City Council.

28. *Mr. Slattery.*] I presume that when the City Council obtain an Electric Lighting Bill, your Council will be quite agreeable to discontinue supplying the light to residents of the city? Quite.

29. There will be no interference on the part of the Redfern Council with the City Council? No. The City Council will simply have to say to us, "You must remove your material, because we are prepared to supply the light ourselves," and the thing will be done. We are met at every point with so many difficulties in administering this work at present, in regard to the supply to private houses, the entering of lanes which are not dedicated to the Council, and which are practically private property, and in other directions, that the Bill is absolutely necessary.

30. The Council are also applying to Parliament for power to either sell or leasehold electric lighting plant, including the land and buildings connected with it? Yes.

31. Will you tell the Committee the reasons for that application? This is a matter that will probably raise more discussion than anything else connected with the Bill. As to the land itself, I think that under the Municipalities Act we are empowered to buy land, and to acquire land in other ways; but it is very doubtful whether, without the express permission of Parliament, we can sell land.

32. *Mr. Wilks.*] You cannot deal in land? In my opinion we cannot sell land. Then, as the members of the Committee know, the supply of light by means of electricity is the most advanced means of giving light; and it is surrounded with difficulties at every turn. I think I may claim for the Borough Council of Redfern that we are as efficient a body of aldermen as you can get in the country; but we are not any of us electrical experts, and we require some one continually at the helm who is able to judge of what is required and how it should be done. At the same time, we are far better qualified to deal with the matter now than we were when the light was first installed; we are getting experience every day. But while the Council is a continuing body, its constituent parts are always changing. While there are sure to be future and rapid developments in connection with electric lighting, we think that it might happen that such developments might arise as would throw the present system into a state of chaos, and make it necessary for us to remodel the thing from top to bottom for the sake of economy. Under these circumstances we think that we are not unreasonable in asking Parliament to give us a free hand in dealing with the property as we think fit, and as circumstances require. The Bill also gives us power to lease, and there will probably be less objection taken to that provision than to the provision which gives us power to sell. I think that we should have the power to sell, but still more strongly do I think that we should have the power to lease. The aldermen represent the ratepayers, who are the people who find the money to carry out the work; and if the aldermen think that by leasing or selling they can get a better and more efficient, and, at the same time, a more economical service, I hardly think that Parliament will prevent us from selling or leasing as we think fit.

33. You may want to sell your electrical plant because it may become out of date? Not because it may become out of date altogether, but because certain parts of it—perhaps the cables, perhaps the dynamos, or other parts of the installation—are liable to be rapidly improved upon, to keep the service abreast of modern requirements.

34. But who would purchase any part of the plant if it were out of date? It is not out of date at the present time.

35. But who would purchase the plant if it were out of date? Well, the Council might feel considerable reluctance about spending £5,000 or £10,000 in remodelling the plant, when electrical experts might see good ground for the expenditure.

36. Then the Redfern Council are virtually experimenting with the people's money;—if the thing comes out right, you do not want to sell; if it comes out wrong, you would want to sell? I am afraid I have given the Committee a wrong impression. Our present installation is held to be equal to any that can be found in New South Wales.

37. It is not very brilliant? The aldermen themselves are not by any means satisfied with the street lighting, but there have been no complaints as to the efficiency of the light for household purposes. There are two distinct sets of cables there.

38. *Chairman.*] How do you safeguard the Council's power to sell or lease? We safeguard the rights of the people by giving them the power to veto the propositions of the Council, whatever those propositions may be.

39. *Mr. Mackay.*] You only give them the power of veto if there is a majority of one-half;—that hardly seems enough? Do I understand that you think the majority should be larger?

40. I think that if the Council are to have that power it should be by a larger majority than one-half? Unless one-half is against the Council's proposition, that proposition will hold good.

41.

W. T. Poole, Esq. 15 Oct., 1895.

41. *Mr. Perry.*] There must be a majority of all the ratepayers on the roll? Well, the Council's proposition may be endorsed by the ratepayers abstaining from voting. They will not be asked to vote "Yes" or "No"; they will only be asked to vote "No." Every one will be allowed to vote.
42. *Chairman.*] The ratepayers will vote according to their position on the roll? Yes. Some are entitled to two votes, some to three, and some to four. It is intended that the provision shall be as liberal as possible, so that the ratepayers may have every opportunity of exercising the right of veto.
43. *Mr. Perry.*] I suppose your intention to get the Bill passed is pretty well known throughout the borough? There has been ample notice given, and the matter has been discussed in the Council over and over again. All the clauses have been discussed and revised by the Council.
44. *Mr. Wilks.*] If the Bill were passed, there would be nothing to prevent you, within a month after its passing, from asking the ratepayers whether they would agree to the selling or the leasing of this plant? No.
45. *Mr. Slattery.*] But if the Council's proposal was negatived, no further vote of the ratepayers could be taken for twelve months? That is so. I think I am perfectly correct in saying that the Council at the present time have not the slightest intention of selling. We have to come to Parliament for certain statutory powers, and we think that it is only reasonable that we should have as free a hand as possible in dealing with these matters. We wish to strictly preserve the interests of the ratepayers.
46. *Chairman.*] You are aware that the last Parliament and the preceding Parliament refused to give a certain company the right to light the city of Sydney with electric light? I am.
47. And that the Gas Company were refused the same privilege? Yes.
48. You are also aware that Parliament refused to give the Australian Rights Purchase Company a Bill to enable them to generate and supply electricity? Yes, and I think they did very well in refusing to pass that Bill.
49. You say that you do not see any likelihood of the aldermen of the borough of Redfern using this right to sell or lease? I have been dealing only with the right to sell.
50. If the Bill is passed, will it not enable the aldermen to sell their electric lighting plant to any company that may be formed for the purpose of supplying electricity? Undoubtedly. With the consent of the ratepayers the Council could sell to whomever they pleased, unless Parliament, in its wisdom, said, "No, you shall not sell to such-and-such a company."
51. But there is nothing in the Bill which would prevent you from selling to the Australian Rights Purchase Company? Not if the ratepayers agreed to the proposal.
52. *Mr. Perry.*] The consent of the ratepayers must be expressed by an absolute majority, not by a majority of the votes polled? By a majority of the votes on the roll.
53. *Chairman.*] Those who do not vote are taken to assent to the proposal of the Council? Yes. If I am not in error, there is a similar provision in the Local Government Bill which was submitted to Parliament by the present Government. Of course, unless there were special clauses prepared, only those could vote who were on the municipal rolls, and they could vote only in accordance with the municipal franchise.
54. Parliament refused to grant these companies the right to light up the city with electricity, because it was thought that they would not do the work so well as the municipal councils? Yes.
55. If you sell, do you propose to make conditions with the company to which you sell that they shall light up the back streets and public parks? They will have to light the borough exactly as we light it now.
56. You would make a condition to that effect? Certainly. No council would dream, and no council would dare to adopt any system which would not preserve the perfect equality of ratepayers. If they did otherwise, the ratepayers would soon call them to account. The Bill provides that the whole of the conditions connected with the proposed sale or lease shall be submitted to the ratepayers. Suppose Parliament gave the Australian Rights Purchase Company the powers they ask for, and they went to the Grose or the Colo and used the water-power there with unqualified success, they could probably supply electricity per standard at half what it can be generated for by the use of steam-engines. That being so, would it be right to say to the people of Redfern, "Because you have been the forerunners in this matter, you shall now be bound down to an obsolete system. You will not be permitted to take advantage of this newer system of supplying light." That is the position in which the borough may be in, if Parliament does not give us a free hand in dealing with these matters. Of course, if no means are found of utilising the water-power of (say) the Colo or the Grose for the purpose of generating electricity, our ratepayers will be in the same position as they are now, and there will be no necessity for the House to take further steps in the matter. We know, however, what enormous strides electric lighting is taking in America, where water-power has been used. It is utterly impossible to get the same power for the same cost by means of steam-engines that you can get from turbines with a high-water pressure, such as they have at Niagara and other places. It is only after taking a calm view of recent developments, that the Council have asked Parliament to leave us reasonably free in dealing with our plant in the event of important developments. We have not the slightest idea of handing over the works to a syndicate which would grind down our people and cause them to pay more than they are paying now.
57. You say that all the aldermen are in favour of this provision of the Bill? Yes.
58. And you have heard no objections to it from the ratepayers? Not the slightest.
59. You have called no meeting of the ratepayers to affirm the principle of the Bill? No; but the Bill has been so fully discussed, and its provisions have been so amply published in both the local and the city press, that there can be no misunderstanding about the matter.
60. *Mr. Perry.*] In any event there can be no sale or lease without the consent of the ratepayers? No; and I am certain that the Redfern aldermen will never ask the ratepayers to sell, unless it would be to the manifest advantage of the ratepayers to do so.
61. *Mr. Wilks.*] So long as the thing pays, you would have no necessity to sell? Not the slightest.

Edwin Berry called in, sworn, and examined:—

E. Berry, Esq. 15 Oct., 1895

62. *Mr. Slattery.*] You are one of the aldermen of the borough of Redfern? I am.
63. How long have you been an alderman? About fourteen years.
64. On how many occasions have you been mayor? Only once.
65. You were appointed by the Borough Council to attend the meeting of this Committee to-day? Yes.
66.

E. Berry, Esq. 15 Oct., 1895.

66. You have heard the evidence of the mayor; do you agree with what he said in regard to the necessity for this Bill? Yes. At the present time we find difficulty in getting money from the consumers. Of course we can cut them off, but that is not very satisfactory when they have been owing money for two or three years.

67. You are anxious to get the power to sell or lease, if necessity requires? Yes. Improvements may take place in connection with the system of electric lighting which we might want to adopt, or we might find that a company could work the installation to better advantage than we can work it ourselves. I do not think there is any intention at present of selling. The Council is not in a position to sell, because it borrowed the money to carry out the work for twenty years, and what could we do with the money that we received in payment. We could not leave it lying in the banks, but a bank might re-construct two or three times in the meanwhile. We had a difficulty in connection with a sinking fund which was deposited in a bank. The bank closed upon us, and we had hard work to get out the little that we had.

68. *Chairman.*] You say that you cannot sell for twenty years? I do not think we could. We have the debenture-holders to meet in twenty years' time, and they might not be willing to accept cash at the present time. It was not with any idea of selling that we got this provision put into the Bill, but so that the Council might have the necessary power to deal with the thing to advantage.

69. *Mr. Perry.*] There might be some new patents of which the patentees did not sell the rights to you? Yes. We ask that we may be put in the same position that a private individual would be. There is a difference between the Council having power to sell and a company having that power, because the Council are, to a very large extent, the people of the district.

70. *Mr. Slattery.*] Have you heard any objection on the part of the ratepayers to the Bill? Not the least. I do not think there is a ratepayer who objects to the Council having the power to deal with this matter as we think fit.

71. *Mr. Wilks.*] It is well known that you are applying for a Bill? I think every ratepayer knows it. The matter has been well advertised in all the papers.

72. *Chairman.*] You have an expert manager to control the working of the plant and machinery? Yes, the engineer is an expert.

73. The mayor and aldermen of the borough are practically managers over him? Yes; he gets his instructions from the mayor. If ever the electric lighting plant were sold the Council would see that the borough was amply lit. Very likely in selling they would make a stipulation as to the number of lights to be lit at the present time, and for the lighting of future lamps that might be required. At the present time we have an electric lamp wherever we had a gas lamp before. The lights are very close if they are not very bright; and I think that Redfern is better lighted, in proportion to its size, than the city of Sydney.

74. *Mr. Cann.*] I suppose your object in asking for a Bill is to extend your electric lighting powers? Yes. The Council of Alexandria have asked upon what terms we can supply them. The Bill would give us power to contract with them.

75. There is a possibility of the present plant being too small? We could always add an engine and dynamo.

76. Is there any chance of the plant becoming too small to supply the demands? We have one engine entirely to spare now.

77. That is part of a duplication? We could work it a good bit, though we might have to get another small engine besides.

78. Have you supplied the light to private people? Yes, we have about 15,000 candle-power lights in the hands of private consumers.

79. Is there any likelihood of the demand for private consumption exceeding the capabilities of the plant? I daresay that it may in a year or two.

80. You have a large population? Yes, and the people are constantly asking for fresh lights. There is not the slightest doubt that within a year or two we shall want additional power and an additional dynamo.

81. *Chairman.*] The Bill will give you power to sell the land upon which the plant is erected? Yes.

82. Is there any other land? No, unless there were any other land acquired by the electric light department at any time.

William Thomas Poole recalled and further examined:—

W. T. Poole, Esq. 15 Oct., 1895.

83. *Mr. Cann.*] Is there any likelihood of the demands for electric light exceeding the capacity of your present plant? Yes.

84. In the event of that happening you will have either to enlarge or to go in for a new plant? We may have to supplement our present plant, perhaps in the direction of engine-power, perhaps in the direction of boiler-power, and perhaps in the direction of dynamo-power, or we may have to substitute a new plant altogether. Although our plant is only of yesterday, developments are constantly taking place whereby better results could be obtained for so many pounds of coal used than we get, and we may, in the very near future, have to consider whether we shall put down an additional dynamo, for instance, or other additional machinery, or to replace the present dynamos with others of a more powerful nature, selling the discarded dynamos to people for whose requirements they would be sufficiently powerful.

85. Have you sufficient power for all immediate requirements as they appear to you now? Yes.

86. Have you sufficient capacity in your engine-rooms, and is the horse-power of your engines sufficient to allow you to gradually increase your supply of electric light? I am inclined, on the ground of safety, to think not. I think that we may have to increase our plant as we increase our output, if I may use the term. We might run for a while, but, in the near future, we should require additional power if we had an additional output.

87. *Chairman.*] Is it not the intention of the aldermen to get power to sell the right of lighting up the Borough of Redfern with electricity to a company or corporation? That is asked for. I would point out that while we might not desire to lease or to sell the whole of the plant, we might wish to sell portions of it, and to very much modify it. Whatever decision the Committee come to with respect to this request, I would ask them not to place the people of Redfern or the administrators of their affairs with their hands tied behind them, in the face of future developments. We think that we ought to be free to take advantage of any future developments that may arise.

Sydney: Charles Potter, Government Printer.—1895.

1895.

LEGISLATIVE ASSEMBLY.

NEW SOUTH WALES.

REPORT FROM THE SELECT COMMITTEE

ON THE

ILLAWARRA HARBOUR AND LAND CORPORATION ACT AMENDMENT BILL;

TOGETHER WITH THE

PROCEEDINGS OF THE COMMITTEE

AND

MINUTES OF EVIDENCE.

ORDERED BY THE LEGISLATIVE ASSEMBLY TO BE PRINTED,
22 *October*, 1895.

SYDNEY: CHARLES POTTER, GOVERNMENT PRINTER.

1895.

[1s.] 257—

1895.

EXTRACTS FROM THE VOTES AND PROCEEDINGS OF THE LEGISLATIVE ASSEMBLY.

VOTES No. 24. WEDNESDAY, 9 OCTOBER, 1895.

5. ILLAWARRA HARBOUR AND LAND CORPORATION ACT AMENDMENT BILL (*Formal Motion*):—Mr. Neild moved, pursuant to Notice,—
(1.) That the Illawarra Harbour and Land Corporation Act Amendment Bill be referred to a Select Committee for consideration and report.
(2.) That such Committee consist of Mr. Reid, Mr. Bull, Mr. Archibald Campbell, Mr. Davis, Mr. Frank Farnell, Mr. Travers Jones, Mr. Lyne, Mr. Parkes, and the Mover.
Question put and passed.

VOTES No. 25. THURSDAY, 10 OCTOBER, 1895.

4. ILLAWARRA HARBOUR AND LAND CORPORATION ACT AMENDMENT BILL:—Mr. Neild (*by consent*) moved, without Notice, That the Select Committee now sitting on the "Illawarra Harbour and "Land Corporation Act Amendment Bill" be authorised to make visits of inspection to, and hold inquiries at, the site of the works authorised by the "Illawarra Harbour and Land Corporation "Act of 1890," and that the Committee have power to sit during any adjournment of this House to enable them to make the said visits of inspection.
Question put and passed.

VOTES No. 29. TUESDAY, 22 OCTOBER, 1895.

3. ILLAWARRA HARBOUR AND LAND CORPORATION ACT AMENDMENT BILL:—Mr. Neild, as Chairman, brought up the Report from, and laid upon the Table the Minutes of Proceedings of, and Evidence taken before, the Select Committee for whose consideration and report this Bill was referred on 9th October, 1895; together with a copy of the Bill as amended and agreed to by the Committee.
Ordered to be printed.

CONTENTS.

	PAGE.
Extracts from the Votes and Proceedings	2
Report	3
Proceedings of the Committee	4
Schedule of Amendment	4
List of Witnesses	
Minutes of Evidence	5

1895.

ILLAWARRA HARBOUR AND LAND CORPORATION ACT AMENDMENT BILL.

REPORT.

THE SELECT COMMITTEE of the Legislative Assembly, for whose consideration and report was referred on 9th October, 1895, the "*Illawarra Harbour and Land Corporation Act Amendment Bill*,"—beg to report to your Honorable House:—

That they have examined the witnesses named in the List* (whose evidence will be found appended hereto), and that the Preamble having been satisfactorily proved to your Committee, they proceeded to consider the Bill, in which it was deemed necessary to make an amendment.

*See list, p. 4.

Your Committee now beg to lay before your Honorable House the Bill as amended by them.

JNO. C. NEILD,
Chairman.

No. 3 Committee Room,
Legislative Assembly,
22nd October, 1895.

PROCEEDINGS OF THE COMMITTEE.

THURSDAY, 10 *OCTOBER*, 1895.

MEMBERS PRESENT:—

Mr. Bull, | Mr. Archibald Campbell,
Mr. Neild, | Mr. Travers Jones.

Mr. Neild called to the Chair.

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

Printed copies of the Bill referred, together with original Petition, to introduce same before the Committee.

Present:—W. H. Moseley Esq. (*Solicitor for the Bill*).

Frank Jarvis (*Manager of the Illawarra Harbour and Land Corporation*) called in, sworn, and examined.

Witness withdrew.

Stephen Henderson (*Messrs. Harper, Harper, and Henderson, Engineers for the Company*) called in, sworn, and examined.

Witness withdrew.

Andrew Armstrong (*a Director of the Company*) called in, sworn, and examined.

Witness withdrew.

Motion made (*Mr. Bull*) and Question,—That the Chairman obtain leave of the House for the Committee to make visits of inspection to, and to hold enquiries at the site of the works authorised by the "Illawarra Harbour and Land Corporation Act of 1890," and power to sit during any adjournment for the purpose of making such visits of inspection,—put and passed.

Reassembling of the Committee to be arranged by the Chairman.

[Adjourned.]

MONDAY, 14 *OCTOBER*, 1895.

MEMBERS PRESENT:—

Mr. Neild, | Mr. Bull,
Mr. Archibald Campbell, | Mr. Travers Jones.

The Committee proceeded by train to Dapto,—

And having arrived at Dapto, inspected the site of the Harbour Works, and the Railway at Lake Illawarra,—

And having returned,—

Reassembling of the Committee to be arranged by the Chairman.

[Adjourned.]

THURSDAY, 17 *OCTOBER*, 1895.

MEMBERS PRESENT:—

Mr. Neild in the Chair.

Mr. Bull, | Mr. Archibald Campbell,
Mr. Davis, | Mr. Travers Jones.

Present:—W. H. Moseley, Esq. (*Solicitor for the Bill*).

John Howell (*Managing Director of the Smelting Company of Australia, Limited*) called in, sworn, and examined.

Witness withdrew.

[Adjourned till Tuesday next, at *Two* o'clock.]

TUESDAY, 22 *OCTOBER*, 1895.

MEMBERS PRESENT:—

Mr. Neild in the Chair.

Mr. Bull, | Mr. Archibald Campbell,
Mr. Davis, | Mr. Travers Jones.

Present:—W. H. Moseley, Esq. (*Solicitor for the Bill*).

Robert Amos called in, sworn, and examined.

Room cleared.

Preamble considered.

Question,—"That this Preamble stand part of the Bill,"—put and passed.

Clauses 1 and 2 read and agreed to.

Clause 3 read, amended,* and agreed to.

Title read and agreed to.

Chairman to report the Bill with an amendment to the House.

SCHEDULE OF AMENDMENT.

Page 2, clause 3, line 31. *After* "Act" *insert* "of 1895"

LIST OF WITNESSES.

	PAGE.
Amos, R.	14
Armstrong, A.	9
Henderson, S.	7
Howell, J.	10
Jarvis F.	5

1895.

LEGISLATIVE ASSEMBLY.

NEW SOUTH WALES.

MINUTES OF EVIDENCE

TAKEN BEFORE

THE SELECT COMMITTEE

ON THE

ILLAWARRA HARBOUR AND LAND CORPORATION ACT AMENDMENT BILL.

THURSDAY, 10 *OCTOBER*, 1895.

Present:—

MR. NEILD, MR. ARCHIBALD CAMPBELL, MR. TRAVERS JONES, MR. BULL.

JOHN CASH NEILD, ESQ., IN THE CHAIR.

W. H. Mosely, Esq., Solicitor, attended on behalf of the Promoters of the Bill.

Frank Jarvis, Esq., called in, sworn, and examined:—

F. Jarvis, Esq. 10 Oct., 1895.

1. *Chairman.*] You are the manager of the Illawarra Harbour and Land Corporation, Limited? Yes.
2. How long have you held that position? For the last three months.
3. You are aware of the contents of the Bill which it is sought to pass through Parliament? Yes.
4. The existing Act provides that the works at the entrance to the proposed harbour and the channel connected therewith shall be begun within two years of its passing, that is, in 1890. Were those works commenced within two years of the passing of the Act? They were.
5. What is the nature of the work which has been done? I would rather you should ask the engineer that question. The work in question was done before I was appointed manager.
6. Have you been on the ground? Yes. The Company's property.
7. You have seen certain works connected with the entrance in course of construction? No, I have not.
8. It is a matter entirely outside your knowledge? Yes.
9. Are you cognisant of the fact that railway works have been constructed? I am.
10. Can you tell the Committee what has been done in that direction? A contract has been let to Mr. Robert Amos.
11. For the execution of what work? For the carrying out of the railway works and the harbour works.
12. What is the amount of the contract? The work is mostly let at schedule rates.
13. Can you tell the Committee the assumed value of the contract? £200,000.
14. Have the works provided for in the contract been commenced? They have, in so far as the railway is concerned, but not as regards the harbour.
15. What is the assumed value of the railway work that has been contracted for? To the best of my knowledge, about £25,000.
16. Will that be the whole of the railway work? The whole railway.
17. Then the bulk of the work to be done is in connection with the harbour, and the contractor has not commenced that yet? No. He is to commence that as soon as the railway is finished.
18. The object of the Bill is to give the Corporation an extended time for the completion of the works in question? It is.
19. What is the reason for seeking for an extension of time? In case of any unforeseen adverse circumstance arising.
20. Does the contract with Mr. Amos specify any time or times in which the work shall be completed? It specifies the times as mentioned in the original Act.

21.

F. Jarvis, Esq. 10 Oct., 1895.

21. Has the contractor represented to the Corporation that there may be a difficulty in reference to the completion of the contract within a given time? Not to my knowledge.
22. Has he made any application for an extension? No.
23. Then what is the object in applying for an extension of time? When the breakwaters are nearly completed an exceptionally severe storm may occur and destroy a great part of them, or some such unforeseen accident may happen.
24. In the event of the destruction of the work in that way, is the contractor bound to make good the damage done? Yes.
25. The contract is for absolute completion? Yes.
26. Irrespective of the "act of God, the Queen's enemies," and all the rest of it? Yes.
27. This application for an extension of time is simply to provide against unforeseen accidents which might cause delay? It is.
28. Are you in a position to assure the Committee that the object of the Bill is not in any way to allow delay in the execution of the works specified in the principal Act, but simply to provide against unforeseen contingencies? I am.
29. You give us that assurance? Yes.
30. *Mr. Travers Jones.*] The harbour improvements consist of the erection of breakwaters, the deepening of the entrance by means of dredging, the construction of wharves, and so on? Yes.
31. And a railway is to be constructed to connect the coal lands at the back of the lake with the harbour? Yes.
32. Have the breakwaters been commenced yet? Yes.
33. That is where a difficulty might occur which would cause delay? Yes.
34. *Mr. Bull.*] Have the breakwaters in relation to the intended harbour been commenced? Yes.
35. How do you reconcile that statement with an answer which you gave to the Chairman just now to the effect that you could not speak with regard to the works at the entrance? I know as a matter of repute that the work has been commenced.
36. You cannot tell us what work has been done there? According to the books of the Corporation, between £3,000 and £4,000 have been spent there.
37. Is there any truth at all in the insinuation that there has been delay and difficulty in connection with the construction of this harbour? Not to my knowledge.
38. Can you say when this contract was let to Mr. Robert Amos? In the latter end of September of this year.
39. That contract embraces both harbour and railway works? Yes.
40. I suppose that no work was done antecedent to the letting of the contract? Yes; work was done by other contractors.
41. Who were they? Messrs. Brand and Dryborough.
42. When was a contract let to them? That I cannot say.
43. Did they fail in their contract? That is a matter antecedent to my taking up the management.
44. Do you know about the matter from repute, or by reason of information in your possession as manager? Their work was stopped, but for what reason I cannot say.
45. Can you say what period elapsed between the stopping of Messrs. Brand and Dryborough's contract and the letting of Mr. Amos's contract? To the best of my knowledge, about two years.
46. Then there were two years in which nothing was done? Yes.
47. That would be the two years immediately preceding September last? Yes.
48. Will you kindly say what time is specified for the completion of the work in this contract of Mr. Amos? The railway is to be finished before the 13th December of this year.
49. That is an expenditure of £25,000? Whatever it costs at schedule rates.
50. That is allowing just two months? Yes.
51. And what time is specified in the contract for the completion of the other works? To the best of my recollection, they must be completed before the 20th December, 1897.
52. *Mr. Archibald Campbell.*] There is no connection between Mr. Amos's contract and the contract of Messrs. Brand and Dryborough? None whatever.
53. You have never been at the entrance to the lake? No.
54. You have not seen what work has been done there? No.
55. Mr. Amos's contract includes the cutting of a channel through the lake? Yes.
56. What is the length of the railway? About 6 miles.
57. Is there any stipulation as to when Mr. Amos shall commence the harbour works? I cannot say, without referring to the contract. It is understood that he is to commence that work after the railway is finished.
58. *Chairman.*] I understand that some short time after the passing of the Act in 1890 a contract was let for the construction of certain breakwaters, or other works connected with the entrance to the harbour, and that after some few thousands had been expended there was a cessation of operations? That is so.
59. The original contract having fallen through, a new contract has recently been let, with a view to the actual completion of the work? The actual execution of the whole scheme.
60. Schedule 3 to the principal Act shows that there is a railway and a branch railway to be constructed;—which of the two is now under construction? That mentioned in the first schedule.
61. The railway, and not the branch line? Yes.
62. Is the railway a more important work than the branch line? The line comes up from the lake, and then branches off in two directions to get to the coal lands to the right and the left.
63. You are constructing the principal railway? Yes.
64. What number of men are now being employed by the contractors? I think about 100.
65. Do you mean more or less? Well, it is a matter that does not come through our office.
66. Have any moneys been paid to the contractor? Not at present.
67. The Corporation have completed arrangements that place them in the possession of funds for the execution of these contracts? Yes.
68. Has the money actually been raised, or is the obtaining of it a question for hereafter? I understand that the money is on the market now, and that so much of it had been underwritten or guaranteed that we were authorised to let the contract.
69. Authorised by whom? By Mr. De Wolf, who is financing the thing in London.

70. *Mr. Bull.*] I suppose it would not be right to suggest that the Corporation requires time to make more certain arrangements with regard to its finances? I do not think so at all. From the advice I have received from home, I do not think that that is the case. F. Jarvis, Esq. 10 Oct., 1895.
71. I suppose you have read the different cablegrams that have appeared from time to time in connection with this business? Yes.
72. And that a great number of men, anticipating that work would soon be commenced, went upon the ground, but that numbers of them have since left? Yes.
73. Can you say at the present moment what sum is actually in the hands of the directorate for expenditure? No.
74. Are you in a position to pay £25,000 to Mr. Amos, suppose you were called upon at once? Not at the present time.
75. *Chairman.*] Who are the London directors? We have no directorate in London. Mr. De Wolf was a director, but he resigned the position when he left the Colony.
76. What is his function in connection with the Corporation? He acts as agent.
77. Under power of attorney? Under power of attorney.
78. Who are the Sydney directors? Messrs. Edmund Barton, A. G. Friend, Edward Noyes, H. S. Chipman, A. I. Liddell, Andrew Armstrong, John Armstrong, A. B. Chippindall, and J. H. Armstrong.
79. *Mr. Archibald Campbell.*] The Illawarra Smelting Company is a different Company altogether from the Corporation? Yes.
80. But there is some connection between them? We sold a portion of our estate to them, and they are about erecting their works thereon.
81. *Chairman.*] Will the carrying out of their works be contingent upon the carrying out of your works? No.
82. If you do not carry out your works, how will they get access to their property? They will use our railway.
83. Will not they use your port too? As soon as it is finished.
84. Can they carry on their works irrespective of the completion of your harbour works? Yes, to a large extent they can, they having secured several valuable silver-mines in New South Wales, the sulphide ores of which will be treated at their smelting-works.

Stephen Henderson, Esq., called in, sworn, and examined:—

85. *Chairman.*] What are you? A Civil Engineer. S. Henderson, Esq. 10 Oct., 1895.
86. Are you the engineer to the Illawarra Harbour Corporation? My firm are the engineers to that Company.
87. What is the name of your firm? Harper, Harper, and Henderson.
88. How long have you occupied your present position? I joined the firm on 1st July, 1892, and Harper and Harper were engineers for the Company before that.
89. Has the engineering been left in your hands since then? I have had more to do with it than the other members of the firm since then.
90. Can you give the Committee a succinct account of the works that have been executed in connection with this harbour and railway? Yes; surveys of all the works have been made, and drawings have been prepared. A contract was let to Messrs. Brand and Dryborough.
91. In what year? In 1892.
92. Was that before the expiration of the two years named in the Act? Yes; the contract was let on the 8th December.
93. Did they commence work? They commenced work immediately.
94. What works did they execute? They executed the greater part of the tie-bank from Windang Island, which is the first part of the work to be executed.
95. How long were they engaged upon that work? I think seven or eight months—seven, certainly.
96. Was it completed then? They did not quite complete the tie-bank.
97. What became of the contract? It was temporarily suspended, and was finally abandoned, owing to the failure of the Banks.
98. The financial difficulties which overtook the country interfered with the execution of the work? Yes.
99. Was it a difficulty that overtook the contractors or that overtook the Corporation? The Corporation told the contractors not to go on with the works.
100. And the contractors retired? Yes.
101. What was the value of the work executed? There was about £1,200 in their contract, and about £800 had been spent previously.
102. Apart from the surveys? Including surveys.
103. Was anything done to the channel by the contractors? Yes; they cut a grip along from the ocean to the lake.
104. With a view to the creation of a scour? In order to start the works.
105. The works are still in abeyance? Yes.
106. There has been nothing done in connection with the harbour for three years? For just two years.
107. You have now let a fresh contract for the harbour works? Yes.
108. Can you state what the cost of the works will be under the new contract? £200,000, including the railway.
109. But give them separately? About £175,000, roughly, for the harbour works, and £25,000 for the railway.
110. Will that include the whole of the railway work specified in the Schedule to the Principal Act? With the exception of one of the branch lines, which we are not compelled to construct.
111. What is supposed to be the cost of that branch line? I could not tell you, but I should say, roughly, about £6,000.
112. Upon what date was the contract executed with Mr. Amos? Last month.
113. He is now engaged in constructing the railway? Yes.
114. He has not touched the harbour? Not yet.
115. When does he propose to commence that? About the end of November or the beginning of December.

116.

S. Henderson, Esq.
10 Oct., 1895.

116. Is there any time specified in the contract for the starting of the harbour works? Notice has to be given.
117. You have not given that notice? We have not given that notice.
118. Does the contract specify any time for the completion of the works? Yes.
119. Is the one time specified for all the works? No. There are various times for different portions of the works.
120. What are they? Well, the last work is to be completed by the 30th November, 1897.
121. Is there any earlier date for the completion of any other part of the work? Yes. The railway is to be completed by the 13th December next.
122. Do you think it likely that that condition will be complied with? Most certainly.
123. Have you received any instructions to notify the contractors to commence the harbour works? Not up to the present date.
124. The amount expended up to date upon this enterprise is something over £2,000? Yes, so far as the works are concerned. That does not include what has been expended since Mr. Amos started.
125. Have you any idea how much he has spent? No; but I suppose that, roughly, his expenditure to date at the site of the works must be £600 or £700. Besides what he has expended, I may mention that the rails for the line have been bought.
126. Bought by the Corporation? Bought by the Corporation.
127. Where are those rails now? On the way out.
128. What is their value? The net price paid to the manufacturers was either £4 7s. 6d. or £4 10s. There were over 700 tons ordered.
129. Making the total cost about £3,000? Yes.
130. Are they steel or iron rails? Steel.
131. What weight per yard? Sixty pounds.
132. *Mr. Travers Jones.*] The principal cause of delay in connection with this work has been the depression of the money market and financial difficulties? Yes.
133. You have got over them? Yes.
134. Is the Corporation now in a position to carry the works through to their completion? I believe that in another month they will be.
135. Will the works be completed within the time you ask? Yes, barring accidents, such as a spell of rough weather. We, as the engineers for the Corporation, advised Mr. Armstrong to get this Bill in case of any unforeseen accident.
136. You took that into consideration at the time? Yes.
137. Has the contractor purchased the plant necessary for the work? He has purchased a good part of his plant.
138. What would it cost? I do not know. He has not purchased the main part of the dredging plant; that he will not do until he gets the order to go on.
139. There is a certain amount of plant on the ground now? Not very much at present.
140. Do you know what number of men are now employed there? Only from hearsay. Mr. Amos told me that he had over 120 men last week when he was down.
141. I saw it stated in the newspaper that Mr. Amos had said that he would have 200 men employed? I believe that there are 200 men employed at the present moment.
142. *Mr. Archibald Campbell.*] I suppose that you consider the work at the entrance to the Harbour the only engineering work of any consequence in connection with the scheme? Yes.
143. All the rest is mere child's play from an engineering standpoint? Yes.
144. How long do you expect that it will take to carry out the works at the entrance? The two breakwaters could be carried out in twelve months, together with the other works connected with the entrance.
145. The entrance could be completed within that time? Yes, if the work were pushed on.
146. Is there not an enormous sandbank there? Yes.
147. Assuming that there are a sufficient number of men employed and sufficient appliances used, you think the work can be done in twelve months? I do not mean the dredging.
148. No; the works at the entrance? Yes.
149. What is the width of the entrance to be? About 430 feet.
150. And the depth? 23 feet at low water. That is our contract depth. The Act specified a depth of 15 feet.
151. What is the width of the channel between the entrance and the point? It is to be 100 feet wide at the bottom.
152. And 23 feet deep all along? Yes.
153. Does the Company intend to work any coal-measures? Yes; they have a colliery.
154. They intend to work it? Yes.
155. The railway runs through the property of the Corporation from the lake to within a few yards of the Government line? Yes.
156. But from the main road near the Government property it will run through private land? Yes.
157. I presume that the Corporation have made arrangements for carrying their line through private property? Yes; they have resumed the ground required, according to the Act.
158. I presume that the work at the entrance will be the first entered upon? Yes. As soon as we get notice from the Company, we will give notice to the contractor to start the work at the entrance.
159. Do you intend to complete the entrance before proceeding with the inner works? No; they will start dredging before they complete the works at the entrance.
160. But, I suppose, you intend to concentrate your main efforts upon the construction of the works at the entrance? The works at the entrance and the dredging are the two important parts of the scheme, and they will have to be pushed on until completed.
161. But the dredging means merely the removal of mud? Yes; but it will take time.
162. At the entrance you will have the ocean to contend with? Yes; we may have delays of two or three months caused by heavy storms. When I spoke about the works at the entrance being finished in twelve months, I spoke only with reference to the quantity of work to be done.
163. *Mr. Bull.*] You say that Amos has contracted to complete this work in 1897? Yes. The Bill will not extend the time allowed to the contractor. He will be bound by his contract.
164. Were Messrs. Brand and Dryborough paid for all the work they did for the Corporation? I believe so; but the money did not pass through our hands.

165. Are you in a position to say what moneys there are at the disposal of the Company at the present time? No. S. Henderson, Esq. 10 Oct., 1895.

166. Would you, as an engineer, consider that a railway, to cost £24,000 or £25,000, could be completed in eight or nine weeks by 120 men? No; more men will have to be employed.

167. But, in your opinion, there is nothing but bad weather that will prevent the completion of the work by the 13th of December? Nothing.

168. *Mr. Archibald Campbell.*] You consider that the harbour will be a good and safe one? Yes; I think it will be a very safe harbour. Captains have told me so.

Andrew Armstrong, Esq., called in, sworn, and examined:—

169. *Chairman.*] You are a shareholder in and a Director of the Illawarra Harbour and Land Corporation, Limited? Yes. A. Armstrong, Esq. 10 Oct., 1895.

170. You are well acquainted with the objects of the Bill before the Committee? I am.

171. You have heard a good deal of the evidence of preceding witnesses;—are there any matters which you desire to explain, or is there any additional evidence which you think will be useful to the Committee? Yes; I think that the following certificate from the Treasury will satisfy the Committee that the provisions of clause 1 of the Act have been complied with.

Sir, The Treasury, New South Wales, Sydney, 3 September, 1894.

I am directed to acknowledge receipt of your letter of 28th ultimo, on the subject of the compliance by your Corporation with the provisions of section 1 of the "Illawarra Harbour and Land Corporation Act of 1890," and to state in reply thereto that further opinion having been obtained in the matter, the Honorable the Premier has decided that the statutory provisions in question have been duly complied with.

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

A. Armstrong, Esq., Secretary, Illawarra Harbour and Land Corporation (Limited) Spring-street, Sydney.

172. Have you anything else to tell us? Briefly summed up the position is this:—The first contract let to Messrs. Brand and Dryborough was let with the sole object of complying with the provisions of the Act, and it was let during the recent financial crisis. I suppose our Company is the only company which really survived the storm, but it was not able at the time to carry out the whole of the work which had been let, so that it did no more than give a contract to preserve the rights and privileges which are bestowed by the Act. At a later date, the Company placed the fullest possible power in the hands of one of its leading directors, Mr. T. A. De Wolf, and he went to London with a view to arrange, not only for the carrying out of this scheme, but also for the carrying out of very large and important connecting links between the various sulphide deposits of the Colony, so as to give us something to use our coal for, instead of struggling with it in the overcrowded markets of the world. Our original intention was to export coal, but circumstances have changed so much that the objects of the Company have been very much widened. Mr. De Wolf has already formed a company who were about to spend near the lake about £200,000 upon smelting and other works for treatment of sulphides containing lead, zinc, and silver.

173. That is apart from the engineering works? Yes; the people who have taken up that scheme in London are the wealthiest capitalists there, and they have guaranteed our debentures. As a matter of absolute fact, the debentures are not yet placed on the market, and it is not our intention to place them on the market until the guarantors wish it. In the meantime, the Company is prepared to meet any cash engagements that it enters into.

174. That is to say, the Smelting Company have guaranteed the Corporation's debentures, and undertake to supply the necessary funds for the discharge of the Corporation's liabilities under Mr. Amos' contract? That is it exactly.

175. *Mr Bull.*] So that any condition or every condition of Mr. Amos' contract being carried out, the Company will be able to meet any other claim? The Company have no other claims, except in connection with some mortgages which have been reduced to a minimum. It is now entering into this large liability with full power to liquidate its obligations. The guarantors are a registered company. They are registered as the Camden Syndicate, London.

176. And, so far as you know, their funds are substantial? Beyond all doubt.

177. Your Board in Sydney feel absolutely secure, in accepting this large tender, of their ability to fulfil all financial obligations? Absolutely. I wish particularly to impress upon the Committee that the Bill is not asked for with a view to obtaining time to carry out financial operations.

178. *Chairman.*] The object of the Bill is not to palter with financial responsibilities, but to provide against possible contingencies, such as storms or any other casualty? Anything that cannot possibly be predicted. Our arrangements are as complete as any company could make them, and they are within the terms specified in the Bill. Our whole and sole object in asking for an extension of time is that we fear that towards the completion of the work heavy easterly gales might so injure our breakwaters as to prevent a ship drawing 15 feet from coming into the harbour, and, if that happened, our powers under the Bill would be jeopardised, and would be doubtful in law.

179. One of the causes of this application is to be found in the financial difficulties which overwhelmed the Colony two or three years ago? Entirely.

180. Had those disasters not arisen you would probably have been relieved of the obligation of seeking for an extension of time? That is it. Our arrangements were made with the Mercantile and Finance Corporation of Melbourne, and it was through the failure of that Corporation that we had to break off the contract with Messrs. Brand and Dryborough.

181. The failure of the Mercantile and Finance Corporation of Victoria interfered with your further progress? They were a guarantee company, and had guaranteed to place our debentures upon the market within a given time, but, before that was done, the company failed.

182. Were Messrs. Brand and Dryborough damaged financially by the difficulties which the failure of this Melbourne company created? Not at all. The Corporation met its engagements to its contractors, and has made no engagements that it has not been able to keep, notwithstanding the financial crisis in Australia.

A. Armstrong, Esq. 10 Oct., 1895.

183. *Mr. Archibald Campbell.*] Your Corporation and the Smelting Syndicate are moving hand in hand? Entirely.
184. You sold them a portion of your land? Yes, and we have covenants arranging for a division of our harbour income with them. Theirs is a different company, but it is in their interest that the harbour should be made.
185. How many acres have you sold to them? 500 acres.
186. Where is their land situated? The Kanahooka road is its southern boundary, and Mullet Creek is its northern boundary. They are prepared at once to let a contract for a further connecting link connecting their land with the Company's railway line.
187. Could you state when the Smelting Company will be likely to commence its operations? They are sending out their manager, and it remains for him to make his arrangements, but preliminary arrangements are in progress. He will arrive by the San Francisco boat on the 16th, and I expect that contracts will be let as quickly as possible. I expect that large contracts will be let within a fortnight.

THURSDAY, 17 *OCTOBER*, 1895.

Present:—

Mr. TRAVERS JONES, Mr. DAVIS, Mr. BULL, Mr. ARCHIBALD CAMPBELL.

JOHN CASH NEILD, Esquire, in the Chair.

W. H. Moseley, Esq., Solicitor, appeared on behalf of the Promoters of the Bill.

John Howell called in, sworn, and examined:—

J. Howell, Esq. 17 Oct., 1895.

188. *Chairman.*] You are the managing director of the Smelting Company of Australia (Limited)? Yes.
189. Your Company purpose to construct large smelting works at Lake Illawarra? Yes.
190. And, I presume, they will make use of the proposed railway and the proposed harbour works there, as soon as they are completed? Yes.
191. You contemplate smelting ores brought from Broken Hill and other parts of the Colony, which will come to you by sea, where possible, and otherwise by rail? Yes. Of course the ores will be brought by water wherever possible.
192. Is it a fact that you have made arrangements to bring ores from New England? We are making such arrangements now; but some of our arrangements have been already perfected.
193. The operations of your Company open up a large prospective traffic for the railway system of the Colony? There is no doubt of it whatever.
194. The operations of the Company, if successful, will facilitate the development of the mining resources of the Colony, and, possibly, of Australia generally? I think that they will largely.
195. About how many men do you think you will employ upon your works? The works will be started with a capacity for treating 200,000 tons of ore a year, and will be so arranged that they can be added to when additions are required. To treat that quantity of ore we shall employ directly at the works 300 or 400 men.
196. That will be apart from the large number of men who will be employed in hewing coal? Yes, that is just round the works themselves. Indirectly there will probably be four or five times the number employed in burning coke, mining coal, and quarrying limestone and ironstone, and in furnishing the necessary supplies. 400 or 500 men will be employed directly in connection with the smelting and treating of the ore.
197. Then, practically, your operations will mean the employment of 1,000 men in the vicinity of the works? I think that at least that number will be employed.
198. And in addition a large number of men would find employment in mines, the product of which is now valueless? That is where the great employment of labour is going to come in.
199. Have you any idea as to the number of men who will find employment in raising the quantity of ore which you propose to treat in a year? Roughly estimated I should say that 4,000 men will be required.
200. Then your Company's operations open up a prospective employment for something like 5,000 men? Yes, for at least that number, and to substantiate my statement I might instance what has been done in connection with the Broken Hill Proprietary Company's works. Their mine, under my supervision, has for the last few years employed directly from 5,000 to 6,000 men, and has supported a population of probably over 30,000. It supports nearly all Broken Hill.
201. That one mine? Yes; because the others have been doing very little indeed. When you take into consideration the number of men employed in the cutting and carrying of timber, the burning of coke, the mining for coal, and the direction of railway traffic, you will see that it comes to a good many. We figured it up at one time as over 40,000. That was the number of people directly or indirectly supported by the operations of the concern. At that time the company were working less than 500,000 tons a year. The vein there is a very large one, and the men take more ore out of the lode in a day than six men will take out of the ordinary run of veins. A man that works any way at all there will break down 4 tons of ore a day; but in the ordinary mines half a ton a day is good work.
202. You think that generally more men would be required in raising a certain weight of ore in other parts of the Colony than are required at Broken Hill? Very many more.
203. Are the operations of your Company actual or speculative;—in other words, is the Company in a position to go ahead under existing arrangements, or are their operations dependent upon the result of some future financing? Not in the least; they are ready to go on with the work immediately.
204. You contemplate starting your buildings and works very soon? I am going down to Lake Illawarra this afternoon to lay out the ground, and we will commence work as soon as we can get the buildings up.
205. Your Company is connected with the amalgamation of capitalists known as the Camden Syndicate? The Camden Syndicate was the initial company. They acquired certain rights and properties—amongst them this land at Illawarra. When they had perfected their arrangements they sold part of their holding

J. Howell, Esq.
17 Oct., 1895.

to the Smelting Company of Australia. The Smelting Company of Australia have taken over various patent rights, properties, and mines, including myself, and the whole thing belongs now to them for a certain consideration.

206. Has the Camden Syndicate ceased to exist? No; it still exists.

207. Are you in a position to express an opinion as to its financial powers? Well, it is pretty strong.

208. When you say "pretty strong," I suppose you mean that the Syndicate is composed of a substantial body of capitalists? Yes; it is composed of some of the best men in the old Company.

209. We have it in evidence that the Camden Syndicate have guaranteed the debentures of stock of the Illawarra Harbour Company. Have you any knowledge of any arrangement of that sort? No; I cannot speak positively about that. After certain properties were taken over by the Smelting Company of Australia, our connection with the Syndicate practically ceased. The arrangements between the Syndicate and the Harbour Company have been made since I came away. I know that negotiations were taking place; but what has been done I cannot say.

210. Had the proposed construction of this harbour any material influence with your Company in the selection of a site for their works? It had a good deal to do with it.

211. You look forward to the harbour construction as being an essential part of your scheme? We do, undoubtedly.

212. The construction of harbour works is a matter of actual interest to your Company? No doubt of it.

213. If we have it in evidence that the Camden Syndicate have undertaken that the financial operations of the Illawarra Harbour Company shall be successfully carried through, would you say that the Syndicate is undoubtedly capable of fulfilling such an obligation? That is my present opinion.

214. The Camden Syndicate is a registered body? Yes.

215. *Mr. Travers Jones.*] What is the name of your process? It is a complex method of working. There is no one particular process. It may be primarily called smelting-works; but there will be four or five distinct methods of working ores employed. We will be prepared, when the works are ready, to treat any kind of ore that is sent to us. We will simply buy ores.

216. Is this treatment new to New South Wales? Yes.

217. You have not used it at Broken Hill? Not at all.

218. Do you consider it a better process? Yes.

219. And cheaper? Yes. It could not be used at Broken Hill or in many other places because of the cost of fuel there.

220. Will your operations be confined to silver ore? To gold, silver, lead and copper ore, whether it is refractory or not. If a man has 1,000 tons of ore, or 1 ton of ore, no matter what character it is, we will treat it all the same.

221. What saving in cost do you think there will be in treating the ores at Illawarra instead of at Broken Hill and other places? The cost will probably only be two-fifths of what it would be at other places. There are certain ores which cannot be treated at all now that we are desirous of getting. The greater variety of ore you work in combination in a business of this sort the better. For instance, we might have 1,000 tons of ore that we would not care to work by itself, and we would put it aside for a month or six weeks until we got other ore which would make a proper combination, and then we would work it all together. One ore will work another.

222. There are quantities of low grade ore throughout the Colony which are of no value at the present time, but which, if accepted by your Company, could be worked by individual miners or by small mining companies? Yes; those are the people whom we expect to benefit.

223. You are also aware that we have a large number of pyrites reefs containing refractory ore which are lying idle at the present time;—you will be able to deal with that ore? Yes. This sort of thing is not new to me. I was in this business thirty years ago, before I came out here, and made a speciality of treating base ores. It is a thing that has been taken up a good deal in America. When I commenced mining thirty years ago in that country, the first thing we had to do was to put up a mill. They had little mills scattered about throughout the mountains; but when they reached the water level the mills were no good to them. When they reached the sulphide or refractory ores they required a large and complex plant, and consequently the mines and the mills were abandoned. The companies which were rich enough to put up small smelting works did so, and went on; but after the miners had skinned off the oxidised ores there was stagnation in the country for many years. Then they commenced putting up large general metallurgical works at different rail-road centres and other favourable places, and began to buy ores. Immediately there was a revival in mining, and the old mines commenced to produce again. The operations which I speak of were commenced twenty-one or twenty-two years ago. Works were put up at San Francisco, Nevada, and in other parts of the country, and during my last trip to America I saw these works in thirty or forty places. You cannot see a little mill anywhere now. A miner takes out 10 or 20 tons of ore, according to the size of his vein, bags it, and sends it to the metallurgical works, and probably a day or two afterwards he gets a cheque in return. They have got the cost of working these ores down very low now, and they are able to work refractory ore for the miners more cheaply than the miners were able many years ago to work the good ore for themselves. The mineral resources of New South Wales compare very favourably with those of America. I consider Australia a much greater mineral country than America. It has more ore, the veins are larger, and the average value of the ore is higher; but you have a great quantity of unusually rebellious ore—some of the worst class of ore that I have struck—but it will not make any difference to our operations.

224. I suppose you have been through the mines of the other Colonies? A good deal.

225. And of New Zealand? Yes; I spent a year there.

226. You are aware that the mines of New Zealand lay dormant for a number of years, and that then a reaction set in consequent upon the adoption of a better process? Yes; I expect that we shall draw ore from New Zealand.

227. Are you of opinion that New South Wales is very far behind the other Colonies? Yes.

228. You mean as far as the development of our mines and the treatment of our ores is concerned? Yes; you cannot point me to a place in the whole of Australia where you can work any considerable quantity of base ores successfully. They will try to work some of them, but they will not give you successful results.

229. Capital is required for this purpose? Yes.

J. Howell, Esq.
17 Oct., 1895.

230. And by the employment of capital, opportunity is offered for the employment of a larger quantity of labour? Yes; I am free to say that if this concern goes on successfully—and I do not see why it should not—it will be the means of doing more for the mining industry in Australia than anything else that has ever happened here. I have seen the same thing occur in other countries under similar conditions.
231. When all these small places can be worked by individual miners, it will cause a great reaction, and will give a large amount of employment? Yes; if we were to publish to-morrow that we could purchase every kind of ore that carried a certain percentage of mineral, you would see a general revival in mining at once.
232. When the works are in full swing, have you any idea what the cost of treating ore per ton will be to the miners? I cannot tell you that yet, because we have our contracts to make. We know what coke and coal will cost; but we want to find out what limestone and other necessary materials will cost. We propose to cut down the cost, after deducting a fair profit for the enterprise.
233. But the cost will be less than they are paying now? Indirectly it will not be one-half, because we shall get more out of the ore. We may charge one-half of what is paid at present for the actual manipulation of the ore; but if we get an extra £1 a ton from the ore, the miner will get the benefit.
234. *Mr. Davis.*] Is it a fact that your Company have made arrangements for the White Rock Mine? They have purchased it.
235. You stated just now that you would treat 200,000 tons of ore a year. Do you expect to exceed that quantity? Yes.
236. You have already stated that the probability of a harbour being made greatly influenced the Company in choosing Illawarra as the site for their works. Were they not also influenced by considerations connected with the supply of coal? Yes.
237. Have you any idea what coal will be supplied to you for? I cannot answer that positively.
238. Approximately? I suppose about 4s. or 5s. a ton. I am satisfied that we shall get the coal delivered at the works for 4s. 6d. a ton.
239. How many tons of coal do you think it will take to treat a ton of ore? It will take between 3 and 4 tons.
240. Then the treatment of 200,000 tons of ore will mean the consumption of 600,000 or 700,000 tons of coal? Yes, or the consumption may be higher than that. That is a safe limit.
241. Is any of the machinery necessary for carrying on the smelting work already made? We have let a contract in England for the manufacture of steam and engine machinery which will be capable of doing the work of 4,000 horse-power. That is probably all the machinery that we shall have made in England. The machinery is intended for that particular process known as the electrolytic process, and we have entered into a contract with Messrs. Sims, the celebrated electrical engineers, for its manufacture.
242. The contract has been made? Yes, and the work is going on. We propose to get as much of the machinery as possible made in the Colony, because I think it can be made here almost as cheaply as at home. So far as the Smelting Company is concerned there is no doubt that we are going on with the work, but our operations will depend very much upon the dredging of the harbour. We expect to have whole shiploads of ore from Broken Hill. A shilling a ton saved in the freight will make quite a difference at the end of a year.
243. What position have you selected for the works? I expect to select the site when I go out there. The land which we have purchased borders the lake, and our works will be as close to the edge of the lake as possible.
244. You will have wharfage accommodation alongside? We must have wharfage accommodation.
245. And rail accommodation also? Yes. A contract has been let for putting the railway in right up to the sidings.
246. Have the processes which your Company have purchased been satisfactorily proved? Yes.
247. Has there been any hitch in getting the necessary capital? None whatever. The Company purchased a tract of country, and proposed to put up works for treating 500,000 tons of ore a year, but upon considering the matter fairly we decided to start upon a smaller scale, but upon a plan which would allow of any necessary extension without extraordinary expense.
248. *Mr. Archibald Campbell.*] There are practically three Companies connected with this matter—the Camden Syndicate, the Illawarra Harbour Company, and the Smelting Company of Australia? Yes.
249. Do I understand that the Camden Syndicate is at the back of the Illawarra Harbour Company? I cannot answer as to that. I do not know exactly what the relations between the two are, though I know what the relations are between the Camden Syndicate and the Smelting Company. Most of the other arrangements have been made since I left England.
250. The construction of a harbour would affect your operations so far as the bringing of ores by sea was concerned? Yes; it would affect us all round. There will probably be 30,000 or 40,000 tons of limestone required in addition to the ores.
251. Where do you expect to bring the limestone from? We do not know exactly.
252. *Mr. Davis.*] It might come from New Zealand? No; I think that we shall get it from this country, though it is possible that we may get a good deal of ore and some ironstone from there.
253. *Mr. Archibald Campbell.*] I presume that you intend to get ore both from the south and the west? From everywhere.
254. What do you think will be the greatest distance that it will pay to send ores? I think that we shall be able to bring ores from Queensland. The White Rock Mine is close to Tenterfield.
255. I presume that you consider that the Railway Company will make liberal terms with regard to haulage? Yes.
256. That is always done? Yes.
257. In America ores are carried for a comparatively nominal rate? Yes. When starting works of this kind in America, the first thing I did was to go to the Central Pacific Railway Company and ask them what they would do if I put up certain works at a certain point upon their railway.
258. You take it for granted that the freight upon ores will be much less than is charged upon anything else at the present time? That is our expectation.
259. On account of the enormous quantities that will be carried? Yes. I can show very plainly that it would be to the advantage of the Railway Department to cut down the rates upon ores. We do not expect the rates upon supplies going back to be cut down, and if a ton of ore is brought 500 miles for just what

J. Howell, Esq.

17 Oct., 1895.

what it costs to bring it, and half a ton of something else is sent back in exchange at the usual rates, it will be an advantage to the Railway Department.

260. In America exceedingly low rates are charged? Yes. The lowest rates in America are those upon low grade ores. In fact, they often do not pay for the carriage there.

261. The lowest rates in the world are for this class of haulage? Yes, there is no question about that; you can get that information from any authority over there.

262. I presume that in quoting the price at which you expect to get coal, you were referring to what it would cost you to get it from your own mine? No; to whatever coal we may buy.

263. Have you made any contracts? The Company have made some contracts already. They were about making them when I left England.

264. In the district? In the district.

265. For large supplies? Yes. They also made a very large contract for magnesia. They contracted with a firm in Greece for the supply of 100,000 tons a year of it.

266. Is it likely that you will get ore or limestone from New Caledonia? Not that I know of.

267. How soon do you propose to commence your works? I think that they will be commenced within two weeks. We will commence grading for the foundations then. We have a good many important plans to make out, and a lot of preliminary work to do before starting operations.

268. How much are the works which you intend to proceed with likely to cost? They will cost well on to £200,000.

269. And how soon do you expect to have them completed? We will be running a portion of the works within nine months, I think, and probably the first part of the work will be completed within a year and a half. We shall be working ores, I think, within nine months, though not on a very large scale—probably 100 tons a day.

270. About what area will the works cover? The works proper will cover about 4 acres of ground. Probably 100 acres of ground will be taken up altogether.

271. *Chairman.*] That will be apart from the housing of the employees? Yes; I mean the actual works, and the ground required for storing supplies and so on.

272. You have purchased 300 acres of land altogether? Yes.

273. *Mr. Archibald Campbell.*] There is a good deal of talk about these works being deleterious to animal and vegetable life? We propose to construct them in such a way that they will not be so. In the first place it will pay the Company to do so. We propose to build very large condensing chambers for the purpose of saving our lead, which is the only thing that is deleterious. The little sulphuric acid that comes out is not deleterious; it is rather beneficial. But there is no disguising the fact that lead is deleterious, though there is no reason why it should be belched forth in great quantities into the open air. The lead may be confined in condensing chambers. If you are losing 3 or 4 per cent. of lead in the blast furnace, about three-fourths of that can be caught in the condensing chambers.

274. *Chairman.*] Then nothing will take place at Illawarra analagous to what has occurred at Broken Hill? No; nothing of the kind. When the furnaces were constructed at Broken Hill no provision was made even for catching the dust that escapes, to say nothing about the fumes. There was a narrow flue constructed to the end of the furnace, and the air went through it with fearful velocity, so that small particles of coal and coke, impregnated with lead, were cast out and spread all over the country. They went on building from time to time without increasing the capacity of the flue; and the draught being made greater the velocity became greater, and the process has continued ever since. The same sort of thing used to occur in England eighty or one hundred years ago, until several of the metallurgical works became very large concerns, and the carbonate of lead which they emitted was found to be destroying the cattle, and causing great trouble all round. Then a law was passed compelling them to impound these fumes, and, having to impound them, they did so—not only lead fumes, but arsenical and antimonial fumes as well. These fumes are now caught in separate condensing chambers, and the chambers are let out to various manufacturers. These products settle at different degrees of temperature—lead at one temperature, arsenic at another, and antimony at another—and the chambers are rented out to the manufacturers of lead, antimony, and arsenic respectively. The proprietors of the works have nothing to do with them at all. When we start we will put up our stack at a considerable distance from the works, and put in condensing chambers. The lead which escapes will be so fine in quantity that it will be carried completely away.

275. *Mr. Archibald Campbell.*] A Royal Commission was appointed two or three years ago to inquire into the cases of lead poisoning which had occurred at Broken Hill? Yes.

276. But I understand that the causes which gave rise to that trouble at Broken Hill will not exist in connection with your works? No.

277. There will be no injury caused to animal life? No; there will be lead immediately around the works, but very little of it.

278. Not enough to affect stock? During the many years that I have been connected with mining, I have never had a man affected with lead poisoning who was near the furnace.

279. Your operations will not affect horses or cattle? Not a bit.

280. At any rate, not within what distance of the works? If there is a high piece of land some distance off, in the direction of which the wind is continually blowing, so that the smoke strikes it, you may get a little sulphurous vapour there, but that is not poisonous.

281. What distance would that carry it? A mile and a half.

282. What height would your stack be? Two hundred feet.

283. Will the fish in the lake be affected by your operations? Not a bit.

284. *Chairman.*] There will be no effluent discharged into the lake? No; nothing but slag will go into the water, and that is not soluble.

285. *Mr. Archibald Campbell.*] Why will you discharge it into the lake? We shall want to make a bit of land down there, but the chances are that very much will not go into the lake. We would not think of putting anything containing acid into the water—it would be wasteful on our part to do so.

286. Do you intend to purchase the ores at the mines or at the works? Large quantities we should probably purchase at the mines; but it would not pay us to send men round to purchase small quantities. If a man had 200 or 300 tons of ore, the chances are that we should send a man to him. To save the miners any trouble, it would be best for them to have their ore seen by some experienced man, so that they

might

J. Howell, Esq. 17 Oct., 1895.

might know whether it was worth sending. Then we intend to start a laboratory down there straight away, so that we can assay any ore sent in.

287. *Chairman.*] Then your Company will do away with the necessity for Government works? The Government works will not amount to much alongside our works.

288. *Mr. Archibald Campbell.*] What arrangements do you intend to make with regard to water? That I shall have to decide when I get out there; but we shall use a great deal of salt water.

289. *Chairman.*] Not for your boilers? No; we shall have to get fresh water for them.

290. *Mr. Davis.*] You could use condensed water? Yes, if fresh water were at all scarce.

291. *Chairman.*] You have referred to the large number of men which your works will employ;—I suppose that you look to have a larger family population there than they have at Broken Hill, because the climate of Lake Illawarra is more salubrious than that of Broken Hill? Yes; family men are the men we prefer.

292. There will be a greater scope for a married population? Yes; they will be able to have their little gardens, and so on, and live there very comfortably; we prefer married men, because they are more likely to stay right along.

293. It has been given in evidence that the operations of the Harbour Company have been hampered and delayed by the financial crisis which occurred two or three years ago, but that contracts have now been let for the construction of their works within the time fixed by their Act—the Bill before the Committee extends the time in which the works must be completed;—do you, from your knowledge of engineering works, think that there is a risk of the completion of the work, within contract time, being prevented by tempest or bad weather? I should think there is. I think those things should be considered.

294. Therefore it is only reasonable that an extension of time should be granted? I decidedly think so. Moreover, I understand that these works are to be more extensive than was originally proposed. They have to make the harbour deeper, and there is more work to do than was contemplated when the Act was passed.

295. Are you a shareholder in the Illawarra Harbour Company? I am not; but I am interested in seeing their works go on, because of a concern with which I am connected.

296. You think it necessary that an extension of time should be granted, in order to avoid the risk of forfeiture of rights which might occur through the unfavourable action of the elements? I do. Now that the people are showing their *bona fides* by letting contracts and going on with the works, I think that an extension of time should be granted to guard against such contingencies as you have spoken of.

297. And you think that such contingencies are likely to arise? I think so on a coast like this.

298. Do you remember any case where the completion of works of this kind has been delayed by bad weather? In one or two cases in America works of this kind have been entirely destroyed by storms. At Los Angeles they spent 400,000 or 500,000 dollars on a breakwater which was entirely destroyed by a storm, so that they had to commence it over again.

299. And there are similar possibilities here? I should think so.

300. *Mr. Archibald Campbell.*] Do I understand that your works will be proceeded with even if the harbour is not made? Yes.

301. *Chairman.*] You are going on in the faith that the harbour will be completed? Yes. We have understood all through that these harbour works would be carried out.

302. *Mr. Davis.*] It has been one of the principal factors in your calculation? Yes.

303. *Chairman.*] Your Company have had a knowledge of what was proposed through the representatives of the Illawarra Company in London? Yes.

304. Would you have gone to Lake Illawarra if there had not been a prospect of the harbour being constructed? That I cannot say; but it was a great inducement to us to go there.

305. *Mr. Davis.*] That and the cheapness of coal? Yes. We could not put works of this kind close to the coal mines at Newcastle.

306. *Mr. Archibald Campbell.*] Is not the Illawarra coal better for your purposes than the Newcastle coal? Yes; we must have a certain quality of coal to make coke of, and there are one or two coals there that carry a higher percentage of fixed carbon than any other coal in the Colony.

307. You have nothing to do with the railways that are now being made. No. I might mention that we have a right to change the contour of our land as we like. We can elongate it, or widen it, to suit our purposes. We can take it as a square, or as an oblong, or make it "L" shaped, or do what we like in the matter.

TUESDAY, 22 *OCTOBER*, 1895.

Present:—

MR. BULL, MR. DAVIS, MR. TRAVERS JONES, MR. ARCHIBALD CAMPBELL.

JOHN CASH NEILD, ESQUIRE, IN THE CHAIR.

W. H. Moseley, Esq., Solicitor, attended on behalf of the Promoters of the Bill.

Robert Amos called in, sworn, and examined:—

R. Amos, Esq. 22 Oct., 1895.

308. *Chairman.*] You are the contractor for the railway works now in progress, and for the harbour works shortly to be in progress at Lake Illawarra, I believe? I am.

309. Can you tell the Committee the time within which those works are to be completed under your contract? Under my contract the railway work must be completed by the 13th December next.

310. And the harbour works? Two years further on, on the 20th December. That is in compliance with the Act.

311. Do you think that there is any material risk of bad weather interfering with the construction of the harbour works? Wherever you are dealing with harbours and rivers the works are exposed to very serious risks indeed, and in this case the time is very limited. If everything went on favourably there is no reason why the works should not be finished at the end of the two years specified in the contract; but there are contingencies in the way of gales, injuries to dredges, and so on. On land we can provide against such contingencies, but we cannot do so on the water.

R. Amos, Esq.
22 Oct., 1895.

312. Casualties are likely to interefere with your operations, especially at the mouth of the lake? Yes.
313. Your contracts are expected to total £200,000? Fully that.
314. Working under schedule rates? Yes; though one or two items—the dredging for instance—are fixed.
315. In accepting the contracts you were satisfied with the financial *bona fides* of the Company? Yes.
316. *Mr. Travers Jones.*] Have you the full complement of men on now that you can find employment for? I have more men on now than I should employ if I had plenty of time in which to do the work, and I intend to put on more. I intend to have two shifts a day.
317. It is necessary to get the stuff out of the cuttings in order to make the banks? Of course, or to get it by means of side cuttings.
318. The side cuttings are pretty well done? Yes; and the forming is pretty well done.
319. You have culverts and bridges to erect before you can continue the banks towards the coal mines? In some cases, and for that reason I am putting on double shifts, both on the pile engines and on the cuttings. I intend working from half-past four to half-past seven in double shifts.
320. I noticed that you have a good class of men there? They are a fine lot of men. We are old contractors, and, so long as we are associated with a matter, the good old hands turn up.
321. I suppose you take good care to employ men who are capable of earning 6s. a day? Yes; I believe in paying a good price for a good article. I would give more than 6s. a day if it was earned. To get in the double shift, I am paying 6s. for a day of seven hours. You cannot get two eight-hour shifts in during daylight. I submitted the matter to the men to-day, and the double shifts will start on Monday. We have been working one ten-hour shift.
322. You employ the best men and pay the best wages? That has always been our motto, and we have always borne a character for doing so. I think that it would be to the advantage of both myself and the Company if the extension of time asked for were granted.
323. *Mr. Davis.*] You think that the time allowed in the Principal Act would have been reasonable if the Company had been able to get to work at once? It was a fair time for such an enterprise.
324. But since, almost immediately upon the passing of that measure, financial difficulties swooped down upon the Colony, and embarassed the Company, you think that an extension of two years ought to be given to them to allow them to make up for the loss of time which has been occasioned? An extension of twelve months would be sufficient to allow for contingencies connected with the construction of the works, but two years might not be too much for the financial arrangements of the Company, though Mr. Armstrong and others could give you better information on that point than I can.
325. *Chairman.*] How many men have you on there at the present time? About 200.
326. Next week you intend to double that number? We will not quite double it, but we may have 300 there then, and all the pile gangs and timber-workers will be in full swing next week. When I speak of 200 men being employed, I mean on the work itself; but there are others engaged in cutting sleepers in the bush, and in bringing timber to the railway, and so on. If you ask me what number of men I have to provide wages for, I would say 400 or 500.
327. When do you contemplate making a start with the harbour works? When I get instructions to do so. I have all my plans prepared.
328. But you are under an obligation yourself? Well, I expect to get instructions within three months, if not within a shorter period.
329. *Mr. Travers Jones.*] Do you know as a fact that, whenever you start works, many more men apply for employment than you can employ? Yes, and half of them are not worth employing.
330. Was this the case at Lake Illawarra? Yes; we had fifty or sixty Woolloomooloo larrikins camped there. The first month of the contract is always uncomfortable and unhappy; then the bad ones get weeded out, and the steady hands begin to settle down.

Sydney: Charles Potter, Government Printer.—1895.

1895.

LEGISLATIVE ASSEMBLY,

NEW SOUTH WALES.

REPORT FROM THE SELECT COMMITTEE

ON THE

COWRA PASTORAL, AGRICULTURAL, AND HORTICULTURAL ASSOCIATION BILL;

TOGETHER WITH THE

PROCEEDINGS OF THE COMMITTEE

AND

MINUTES OF EVIDENCE.

ORDERED BY THE LEGISLATIVE ASSEMBLY TO BE PRINTED,
28 *November*, 1895.

SYDNEY: CHARLES POTTER, GOVERNMENT PRINTER.

1895.

[6d.] 331—A

1895.

EXTRACTS FROM THE VOTES AND PROCEEDINGS OF THE LEGISLATIVE ASSEMBLY.

VOTES No. 36. WEDNESDAY, 6 NOVEMBER, 1895.

6. COWRA PASTORAL, AGRICULTURAL, AND HORTICULTURAL ASSOCIATION BILL (*Formal Motion*):—Mr. Waddell moved, pursuant to Notice,—
(1.) That the Cowra Pastoral, Agricultural, and Horticultural Association Bill be referred to a Select Committee for consideration and report.
(2.) That such Committee consist of Mr. Sydney Smith, Mr. Thomas Brown, Mr. Hurley, Mr. Perry, Mr. Chapman, Mr. Neild, Mr. Millen, Mr. W. H. B. Piddington, and the Mover.
Question put and passed.

VOTES No. 44. THURSDAY, 28 NOVEMBER, 1895.

2. COWRA PASTORAL, AGRICULTURAL, AND HORTICULTURAL ASSOCIATION BILL:—Mr. Waddell, as Chairman, brought up the Report from, and laid upon the Table the Minutes of Proceedings of, and Evidence taken before, the Select Committee for whose consideration and report this Bill was referred on 6th November, 1895; together with a copy of the Bill as amended and agreed to by the Committee.
Ordered to be printed.

CONTENTS.

	PAGE.
Extracts from the Votes and Proceedings	2
Report	3
Proceedings of the Committee	4
Schedule of Amendment	4
Minutes of Evidence	5

1895.

COWRA PASTORAL, AGRICULTURAL, AND HORTICULTURAL ASSOCIATION BILL.

REPORT.

THE SELECT COMMITTEE of the Legislative Assembly, for whose consideration and report was referred on 6th November, 1895, the "*Cowra Pastoral, Agricultural, and Horticultural Association Bill,*"—beg to report to your Honorable House:—

That they have examined the witness named in the margin (whose evidence will be found appended hereto), and the Preamble having been satisfactorily proved to your Committee, they proceeded to consider the Bill, in which it was deemed necessary to make an amendment in the Title. Stephen Wright.

Your Committee now beg to lay before your Honorable House the Bill, with an amended Title.

T. WADDELL,
Chairman.

No. 2 *Committee Room,*
Legislative Assembly,
28*th November*, 1895.

PROCEEDINGS OF THE COMMITTEE.

TUESDAY, 26 *NOVEMBER*, 1895.

The House continued to sit during the time appointed for the sitting of the Committee, therefore no meeting could be held.

THURSDAY, 28 *NOVEMBER*, 1895.

MEMBERS PRESENT:—

Mr. Thomas Brown, Mr. Chapman,
Mr. Waddell.

Mr. Waddell called to the Chair.

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

Printed copies of the Bill referred, together with original Petition, to introduce same before the Committee.

Stephen Wright (*Secretary to the Cowra Pastoral, Agricultural, and Horticultural Association*) called in, sworn, and examined.

Room cleared.

Preamble considered.

Question,—"That this Preamble stand part of the Bill,"—put and passed.

Clauses 1 to 3 read and agreed to.

Title read, amended,* and agreed to.

Chairman to report the Bill, with an amended Title, to the House.

* See Schedule of Amendment.

SCHEDULE OF AMENDMENT.

Page 1, Title. *Omit* "empowering" *insert* "to empower"

1895.

LEGISLATIVE ASSEMBLY.

NEW SOUTH WALES.

MINUTES OF EVIDENCE

TAKEN BEFORE

THE SELECT COMMITTEE

ON THE

COWRA PASTORAL, AGRICULTURAL, AND HORTICULTURAL ASSOCIATION BILL.

THURSDAY, 28 *NOVEMBER*, 1895.

Present:—

MR. WADDELL, | MR. CHAPMAN,
MR. THOMAS BROWN.

THOMAS WADDELL, ESQ., IN THE CHAIR.

Stephen Wright called in, sworn, and examined:—

Mr. Stephen Wright. 28 Nov., 1895.

1. *Chairman.*] Are you secretary of the Cowra Pastoral and Horticultural Association? I am.
2. Do you know all the particulars in connection with this Bill? I do.
3. Who are the trustees of the ground referred to in the Bill? The trustees for the Association are Denis E. J. Donnelly, Henry Ford, Joseph Charles Ryall, Robert Daly, and John Muir. Mr. Muir took the place of William Howey, who is dead.
4. What is the area of the land? 17¾ acres, and it is situated near Cowra.
5. It is proposed to borrow money? Yes.
6. How much money do you want power to borrow? £1,000.
7. For what purpose? To pay off present liabilities and to further improve the ground.
8. Is the proposed loan all to be devoted to the improvement of the ground? Yes.
9. Have you read the Preamble of the Bill through carefully? I have.
10. And are the statements which it makes all correct? They are all correct.
11. Is there any debt on the Association Ground? There is at present a debt of £200 on the new pavilion.
12. And you want to borrow money to pay off that £200 and to further improve the land? Yes.
13. *Mr. Chapman.*] Is that the whole of their liabilities? Yes.
14. *Chairman.*] You might state how the money which you propose to borrow is to be expended? We propose to build a caretaker's residence, which will cost £300; horse-boxes, which will cost £150; to make alterations to the show-ring, at a cost of £50; flooring the new pavilion with concrete, £150; painting the present building and improving the sheep-sheds, altering the grand stand and booths, £150. Those items, with the debt on the present building, make a total of £1,000.
15. *Mr. Chapman.*] What title have you to the ground? A grant from the Crown, and the land is vested in trustees.
16. *Chairman.*] You say that the whole of the money will be used in connection with the ground? Yes.
17. *Mr. T. Brown.*] How was this debt incurred? We built the new pavilion, and advanced from the prize fund £110 towards the cost, and there is £90 owing to the contractors yet; making a total of £200.

Sydney: Charles Potter, Government Printer.—1895.

1895.

LEGISLATIVE ASSEMBLY,

NEW SOUTH WALES.

REPORT FROM THE SELECT COMMITTEE

ON THE

WELLINGTON SHOW GROUND BILL;

TOGETHER WITH THE

PROCEEDINGS OF THE COMMITTEE

AND

MINUTES OF EVIDENCE.

ORDERED BY THE LEGISLATIVE ASSEMBLY TO BE PRINTED,
3 *December*, 1895.

SYDNEY: CHARLES POTTER, GOVERNMENT PRINTER.

1895.

[6*d*.] 340—A

1895.

EXTRACTS FROM THE VOTES AND PROCEEDINGS OF THE LEGISLATIVE ASSEMBLY.

VOTES No. 38. TUESDAY, 12 NOVEMBER, 1895.

7. WELLINGTON SHOW GROUND BILL (*Formal Motion*):—Mr. Haynes moved, pursuant to Notice,—
(1.) That the Wellington Show Ground Bill be referred to a Select Committee for consideration and report.
(2.) That such Committee consist of Mr. O'Sullivan, Mr. E. M. Clark, Mr. James Thomson, Mr. Chapman, Mr. Watson, Mr. Frank Farnell, Mr. Hayes, Mr. Robert Jones, and the Mover.
Question put and passed.

VOTES No. 45. TUESDAY, 3 DECEMBER, 1895.

3. WELLINGTON SHOW GROUND BILL:—Mr. Haynes, as Chairman, brought up the Report from, and laid upon the Table the Minutes of Proceedings of, and Evidence taken before, the Select Committee for whose consideration and report this Bill was referred on 12th November, 1895; together with a copy of the Bill as agreed to by the Committee.
Ordered to be printed.

CONTENTS.

	PAGE.
Extracts from the Votes and Proceedings	2
Report	3
Proceedings of the Committee	4
Minutes of Evidence	5

1895.

WELLINGTON SHOW GROUND BILL.

REPORT.

THE SELECT COMMITTEE of the Legislative Assembly, for whose consideration and report was referred, on 12th November, 1895, the "*Wellington Show Ground Bill*,"—beg to report to your Honorable House:—

That they have examined the witness named in the margin (whose evidence will be found appended hereto), and the Preamble having been satisfactorily proved to your Committee, they proceeded to consider the Bill, in which it was not deemed advisable to make any amendment.

Ernest James Matthews.

Your Committee now beg to lay before your Honorable House the Bill, without amendment.

Your Committee recommend that provision be made in the Bill empowering the Trustees to devote a portion of the moneys realised by the sale of the present land to the purposes of improvements of the new site.

JOHN HAYNES,
Chairman.

No. 3 *Committee Room,*
Legislative Assembly,
3rd December, 1895.

PROCEEDINGS OF THE COMMITTEE.

THURSDAY, 14 *NOVEMBER*, 1895.

MEMBERS PRESENT:—

Mr. E. M Clark,	Mr. Haynes,
Mr. O'Sullivan,	Mr. James Thomson.

Mr. Haynes called to the Chair.

Entry from Votes and Proceedings appointing the Committee read by the Clerk.

Printed copies of the Bill *referred*, together with original Petition, to introduce same before the Committee.

[Adjourned till Tuesday next, at *Two* o'clock.]

TUESDAY, 19 *NOVEMBER*, 1895.

MEMBERS PRESENT:—

Mr. E. M. Clark,	Mr. Haynes.

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

TUESDAY, 26 *NOVEMBER*, 1895.

The House continued to sit during the time appointed for the sitting of the Committee, therefore no meeting could be held.

TUESDAY, 3 *DECEMBER*, 1895.

MEMBERS PRESENT:—

Mr. Haynes in the Chair.

Mr. E. M. Clark,	Mr. Robert Jones,
Mr. O'Sullivan,	Mr. James Thomson.

Present:—W. E. Hawkins, Esq. (*Solicitor for the Bill*).

Ernest James Matthews (*a Trustee of the Wellington Show Ground*) called in, sworn, and examined.

Room cleared.

Preamble considered.

Question,—"That this Preamble stand part of the Bill,"—put and passed.

Clauses 1 to 6 read and agreed to.

Title read and agreed to.

Mr. O'Sullivan moved,—That the following stand a paragraph of the report:—

> "Your Committee recommend that provision be made in the Bill empowering the Trustees to devote a portion of the moneys realised by the sale of the present land to the purposes of improvements of the new site."

Question put and passed.

Chairman to report the Bill, without amendment, to the House.

1895.

LEGISLATIVE ASSEMBLY.

NEW SOUTH WALES.

MINUTES OF EVIDENCE

TAKEN BEFORE

THE SELECT COMMITTEE

ON THE

WELLINGTON SHOW GROUND BILL.

TUESDAY, 3 *DECEMBER*, 1895.

Present:—

MR. E. M. CLARK, MR. HAYNES, MR. ROBERT JONES, MR. O'SULLIVAN, MR. JAMES THOMSON.

JOHN HAYNES, ESQ., IN THE CHAIR.

W. E. Hawkins, Esq., appeared as Solicitor for the Bill.

Ernest James Matthews, Esq., sworn and examined:—

E. J. Matthews, Esq. 3 Dec., 1895.

1. *Chairman.*] You are one of the trustees of the Wellington Pastoral and Agricultural Society? Yes.
2. The desire of the trustees, according to the petition and the preamble to the Bill, is that they have power to sell this land for the purpose of purchasing a more eligible site? That is what we wish to do.
3. And you desire that power should also be given to mortgage a portion of the new land. I see by section 3, "The trustees shall stand possessed of the moneys arising from such sale or mortgage upon trust; to apply the same in or towards the purchase of lands in the town or in the vicinity of the town of Wellington; and (save as hereinafter otherwise provided) the lands so purchased shall be subject to any trust and dedication which, in virtue of the *Gazette* notices hereinbefore mentioned, affected the lands dedicated as aforesaid, and shall be held by the trustees for the use of the said Wellington Pastoral and Agricultural Society, with the same powers and subject to the same limitations as they held the land so sold as aforesaid"? We want to be in a position to sell, buy, and mortgage.
4. To buy other land? To buy other land.
5. *Mr. O'Sullivan.*] What are the lands you want to buy? The other land is a piece of Dawson's land over the river from Wellington, about half a mile from the present site.
6. *Chairman.*] You want to buy this land for the purpose of giving better accommodation than you can give on the present site? Yes; we really have not room for the people to stand when there is a show. The new piece is most admirable, but the present piece is too small.
7. I believe you contemplate exchanging the land? We contemplate buying either 25 or 30 acres; the present piece is 10 acres in area.
8. And very unsuitable for a show ground, is it not? We have really no room.
9. There was a public meeting held at Wellington at which this petition was signed, and the public endorsed the action of the trustees? Yes; it was proposed that it was desirable to have a new show ground, and it was unanimously carried.
10. *Mr. E. M. Clark.*] It was unanimous, was it? Yes.
11. *Chairman.*] And the power to mortgage will only be with the consent of the Secretary for Lands. The Bill, as originally drawn up, did not contain those words in clause 4, but they have been put in. You do not object to that consent, as trustees, do you? I rather think it would be advisable to have that in the Bill.
12. The Secretary for Lands will act as a trustee in the public interest, and you think that will be advantageous? I think that, as a safeguard, it is necessary.
13. *Mr. O'Sullivan.*] I see that clause 3 provides that the application of the proceeds of the sale shall only be for the purchase of other land;—does that tie you up too much? Well, rather; that would not allow us to use any of the money for improvements.

14.

E. J. Matthews, Esq.

3 Dec., 1895.

14. It says here, in clause 3,—"The trustees shall stand possessed of the moneys arising from such sale or mortgage upon trust, to apply the same in or towards the purchase of lands in the town or in the vicinity of the town of Wellington," and so on, "and the lands shall be subject to any trust and dedication," and so on. Now, if you wanted to build, you would have no power? Yes.

15. *Chairman.*] The preamble of the Bill is correct, Mr. Matthews, is it not? Yes.

16. And you propose to ask for power in this Bill to sell the land which you have now, as it is unsuitable for the purpose of a show ground, and to purchase other land in the vicinity of the town of Wellington? Yes.

17. And it is true that a public meeting of the residents was called at which a resolution to that effect was carried? Yes; I have the minutes of the meeting here.

18. *Mr. E. M. Clark.*] And I suppose you have secured this other piece pretty well—I suppose it is under offer to you? It is under offer.

19. *Mr. R. Jones.*] How many trustees are there? Five.

20. *Chairman.*] Do you know if these notices of the 24th October, 1882, and the 17th June, 1890, were published in the *Gazette*—the one of the 17th June, 1890, appointing you and four others as trustees? Yes; I have a letter here from the Lands Office [*producing a letter*].

21. And the preamble is correct? Yes.

Sydney: Charles Potter, Government Printer.—1895.

1895.

LEGISLATIVE ASSEMBLY.

NEW SOUTH WALES.

REPORT FROM THE SELECT COMMITTEE

ON THE

CITY AND NORTH SYDNEY RAILWAY BILL;

TOGETHER WITH THE

PROCEEDINGS OF THE COMMITTEE

AND

MINUTES OF EVIDENCE.

ORDERED BY THE LEGISLATIVE ASSEMBLY TO BE PRINTED,
19 *December*, 1895.

SYDNEY: CHARLES POTTER, GOVERNMENT PRINTER.

1895.

[1s. 3d.] 388—A

1895.

EXTRACTS FROM THE VOTES AND PROCEEDINGS OF THE LEGISLATIVE ASSEMBLY.

VOTES No. 50. THURSDAY, 12 DECEMBER, 1895.

2. CITY AND NORTH SYDNEY RAILWAY BILL (*Formal Motion*):—*Mr. McCourt*, for Mr. Parkes, moved, pursuant to Notice,—
(1.) That the City and North Sydney Railway Bill be referred to a Select Committee for consideration and report.
(2.) That such Committee consist of Mr. Cameron, Mr. Chapman, Mr. Watson, Mr. Fegan, Mr. Harris, Mr. Howarth, Mr. Lyne, Mr. W. H. B. Piddington, Mr. Waddell, and the Mover.
Question put and passed.

VOTES No. 53. THURSDAY, 19 DECEMBER, 1895.

8. CITY AND NORTH SYDNEY RAILWAY BILL:—Mr. Parkes, as Chairman, brought up the Report from, and laid upon the Table the Minutes of Proceedings of, and Evidence taken before, the Select Committee for whose consideration and report this Bill was referred on 12th December, 1895; together with a copy of the Bill as amended and agreed to by the Committee.
Ordered to be printed.

* * * * * * * * *

CONTENTS.

	PAGE.
Extracts from the Votes and Proceedings	2
Report	3
Proceedings of the Committee	4
Schedule of Amendments	5
List of Witnesses	5
Minutes of Evidence	7

1895.

CITY AND NORTH SYDNEY RAILWAY BILL.

REPORT.

THE SELECT COMMITTEE of the Legislative Assembly, for whose consideration and report was referred on 12th December, 1895, the "*City and North Sydney Railway Bill*,"—beg to report to your Honorable House:—

That they have examined the witnesses named in the List* (whose evidence will be found appended hereto), and the Preamble having been satisfactorily proved to your Committee, they proceeded to consider the Bill, in which it was deemed necessary to make certain amendments.

*See List, p. 5.

Your Committee now beg to lay before your Honorable House the Bill as amended by them.

VARNEY PARKES,
Chairman.

No. 3 Committee Room,
Legislative Assembly,
19th December, 1895.

PROCEEDINGS OF THE COMMITTEE.

TUESDAY, 17 *DECEMBER*, 1895.

MEMBERS PRESENT:—

Mr. Fegan,	Mr. Howarth,
Mr. Harris,	Mr. Parkes,
Mr. W. H. B. Piddington,	Mr. Watson.

Mr. Parkes called to the Chair.
Entry from Votes and Proceedings, appointing the Committee, read by the Clerk.
Printed copies of the Bill *referred*, together with original Petition to introduce same, before the Committee.
Present:—E. E. Fosbery, Esq. (*Solicitor for the Bill*).
Eustace Edmund Fosbery sworn and examined.
Witness produced plan and section of proposed Electric Railway.
John Sulman (*the Promoter*) sworn and examined.
Witness withdrew.
Eustace Edmund Fosbery recalled and further examined.
Henry Deane (*Engineer-in-Chief for Railway Construction*) called in, sworn, and examined.
Witness withdrew.
[Adjourned till To-morrow at *Eleven* o'clock.]

WEDNESDAY, 18 *DECEMBER*, 1895.

MEMBERS PRESENT:—
Mr. Parkes in the Chair.

Mr. Cameron,	Mr. Fegan,
Mr. Harris,	Mr. Howarth,
Mr. W. H. B. Piddington,	Mr. Watson.

Present:—E. E. Fosbery (*Solicitor for the Bill*).
Hugh M'Lachlan (*Secretary to the Railway Commissioners*) called in, sworn, and examined.
Witness withdrew.
Richard Watkins Richards (*City Surveyor*) called in, sworn, and examined.
Witness withdrew.
John Sulman recalled and further examined.
Witness withdrew.
Eustace Edmund Fosbery recalled and further examined.
Room cleared,—Committee deliberated.
Ordered,—That G. C. K. Waldron, City Solicitor; G. J. Barry; I. E. Ives; and W. B. Smith, Council Clerk, North Sydney, be summoned to give evidence next meeting.
[Adjourned till To-morrow at half-past *Eleven* o'clock.]

THURSDAY, 19 *DECEMBER*, 1895.

MEMBERS PRESENT:—
Mr. Parkes in the Chair.

Mr. Cameron,	Mr. Fegan,
Mr. Howarth,	Mr. Watson.

Present:—E. E. Fosbery, Esq. (*Solicitor for the Bill*).
Eustace Edmund Fosbery recalled and further examined.
Gerald Joseph Barry (*Mayor of North Sydney*) called in, sworn, and examined.
Witness withdrew.
William Barnett Smith (*Council Clerk, North Sydney*) called in, sworn, and examined.
Witness withdrew.
Edward Mann Clark (a Member of the Legislative Assembly) called in, sworn, and examined.
Room cleared.
Preamble considered.
Question put,—"That this Preamble stand part of the Bill."
Committee divided.

Ayes.	Noes.
Mr. Cameron,	Mr. Howarth,
Mr. Fegan,	Mr. Watson.
Mr. Parkes.	

And so it was resolved in the affirmative.
Solicitor called in.
Clause 1 read and *agreed* to.

Clause

Clause 2 read, amended,* and *agreed* to.
Clause 3 read, amended,* and *agreed* to.
Clauses 4 to 23 read and *agreed* to.
Clause 24 read, amended,* and *agreed* to.
Clauses 25 to 27 read and *agreed* to.
Clause 28 read, amended,* and *agreed* to.
Clauses 29 to 40 read and *agreed* to.
Clause 41 read, amended,* and *agreed* to.
Clauses 42 to 54 read and *agreed* to.
Clause 55 read, amended,* and *agreed* to.
Clauses 56 to 58 read and *agreed* to.
Title read and *agreed* to.
Chairman to report the Bill, with amendments, to the House.

* See Schedule of Amendments

SCHEDULE OF AMENDMENTS.

Page 2, clause 2, line 30. *After* "amendments" *insert* "and the 'Engineer-in-Chief for Railways' shall "mean the Engineer-in-Chief for Railway Construction of the Public Works "Department."
" 3, " 3, lines 17 and 18. *Omit* "except for the purpose of making trial borings as provided by "this Act or"
" 3, " 3, line 18. *Omit* "otherwise"
" 3, " 3, " 40. *After* "railway" *insert* "and works"
" 3, " 3, " 40. *After* "shall" *insert* "in all respects"
" 3, " 3, " 42. *Add* at end of clause "whose certificate shall be obtained before the railway "is opened for public traffic."
" 10, " 24, " 13. *After* "Board" *insert* "and also for the Engineer-in-Chief for Railways"
" 10, " 24, " 21. *After* "street" *insert* "of"
" 11, " 28. *Add* at end of clause "Provided further that the charge for the whole journey shall not "exceed the sum of two pence."
" 14, " 41. *Add* at end of clause "Provided that no such distress shall authorise the seizure or "sale of any bedstead, bedding, or culinary article in domestic use."
" 16, " 55, line 47. *Omit* "twenty" *insert* "fifteen"
" 16, " 55. *Add* at end of clause "Provided that the total sum so paid by the Government as afore-"said, shall not exceed such *bonâ fide* cost as aforesaid, by more than ten per "centum."

LIST OF WITNESSES.

	PAGE.
Barry, G. J.	20
Clark, E. M., M.L.A.	23
Denne, H.	11
Fosbery, E. E.	7, 10, 19, 20
M'Lachlan, H.	14
Richards, R. W.	15
Smith, W. B.	22
Sulman, J.	7, 17

1895.

LEGISLATIVE ASSEMBLY.

NEW SOUTH WALES.

MINUTES OF EVIDENCE

TAKEN BEFORE

THE SELECT COMMITTEE

ON THE

CITY AND NORTH SYDNEY RAILWAY BILL.

TUESDAY, 17 *DECEMBER*, 1895.

Present:—

MR. FEGAN, MR. HARRIS, MR. HOWARTH, MR. PARKES, MR. W. H. B. PIDDINGTON, MR. WATSON.

VARNEY PARKES, ESQ., IN THE CHAIR.

E. E. Fosbery, Esq., appeared as Solicitor for the Bill.

Eustace Edmund Fosbery sworn and examined:—

E. E. Fosbery, Esq. 17 Dec., 1895.

1. *Chairman.*] You are the solicitor for the Bill? Yes.
2. I understand you wish to put in some documents? Yes, a plan and section of the proposed underground railway from Milson's Point to the City of Sydney.

John Sulman sworn and examined:—

J. Sulman, Esq. 17 Dec., 1895.

3. *Chairman.*] What is your profession? Architect.
4. Where is your place of business? Wynyard-street, Sydney.
5. You are the promoter of this scheme, and it will be necessary for you to give the Committee a full, concise explanation, as brief as you like to make it, of your proposed project? I have written a few pages of description which I will read first, and afterwards I will explain the scheme by means of the plan:—"The need for a safer and quicker means of transit for passengers between the city and the northern suburbs has been manifest for a long time past, and after carefully considering the various possible means of communication, it became apparent that an underground electric railway was the quickest, cheapest, and best. It was, therefore, decided to apply to Parliament for authority to construct the same. It will commence at Milson's Point, crossing through the clay and silt to Dawes Point, thence under George-street to its intersection with King-street, with an intermediate station at Circular Quay. The total distance will be 1 mile 26 chains. The entire length will be below ground. The tunnels under the water are to be formed of iron cylinders lined inside with concrete, and outside with cement similar to those now under the Thames in England for the City and Stockwell and Waterloo and City Railways. The clear inside diameter will be 12 feet 6 inches. These tunnels will be driven separately a few feet apart from each other. When under the land they will be formed in the ordinary way, and lined with bricks or concrete. The stations and sub-ways leading to the lifts and staircases will be lined with enamelled bricks or tiles, the whole being brilliantly lighted by electricity. It is intended to have a continuous service of trains, leaving each terminus every four minutes; but during the busy hours, morning and evening, every three minutes, and every fifteen minutes after midnight. The time required to convey passengers from Milson's Point to the city terminus at King-street

J. Sulman, Esq.
17 Dec., 1895.

King-street will be only four minutes, and without the inconvenience of changing *en route* as at present. Passengers will be taken down to and brought up from the trains by large hydraulic lifts capable of holding 100 persons each. The motive power proposed to be used is electricity, thus avoiding the dirt and smoke of the ordinary tunnel where steam traction is used. Perfect ventilation will be obtained in these tunnels, and, during the hot weather, this railway will be one of the coolest places in Sydney. The carriages to be used will be similar in some respects to those on the suburban lines, and trains will be made up of two or more carriages. The length of each carriage will be 45 feet, and the width 8 ft. 6 inches on two bogies 32 feet apart from centre-pin to centre-pin, with 2-foot 9-inch wheels, 7-foot wheel base, and pressed steel frames. The carriages will be exactly alike, accommodating sixty passengers in each, and will have three side doors for ingress and egress, and a passage from end to end. First and second-class compartments will be provided. The first-class passengers will be at one end of the carriage, and the driver's box with switches, &c., at the other. When the train is made up of two carriages they are coupled together with the driver's boxes at the extreme end, and the two first-class compartments, consequently, together in the middle. A small door through the contiguous ends of the carriages enables the guard or attendant to pass from end to end of the train. The motors, one at each end of the train, are controlled from either end, the driver always travelling at the front end of the train, and exchanging ends upon arrival at a terminus, carrying with him a key, without which the motor cannot be operated. In a train thus arranged, one driver and a conductor constitute the train's staff, the conductor as well as the driver having it in his power to cut off the current from the motor and to apply the brake. The trains will be fitted with an automatic brake, deriving its supply of compressed air from a reservoir on the train. The system of working the brakes has been applied by Mr. J. H. Greathead, and found to work well on the City and South London and the Liverpool overhead railways and others. The air compressor will be worked by a small electric motor, with a gas engine in reserve. A hand-brake is also provided at each end of the train. The carriages will be lighted by 32-candle power incandescent lamps, connected with the working current, and the stations, &c., will be lighted by similar lamps, connected with a battery of accumulators placed under one of the platforms at each station. The gauge of the line will be the standard size, 4 feet 8½ inches, with rails 60 lb. to the yard. The electric conductor, from which each train takes the current sent out from the generating station, is mounted on the sleepers between the line rails. Glass insulators, fixed to alternate sleepers, will be employed to support it. This proposed line has been under consideration for a considerable time, and the scheme has been examined, approved, and plans made by Mr. J. H. Greathead, the most eminent engineer for this class of work in London, and who has carried out the City and Stockwell Railways, and has at the present time under construction the Waterloo and City Railway; the Central London Railway, from Liverpool-street to the Bank, thence along Oxford-street to Shepherd's Bush (which alone is to cost £3,500,000); the Charing Cross and Hampstead Railway, and the Great Northern and City Railway (each of which will cost £1,500,000), besides numerous others in England and elsewhere on the Continent." I might add that Mr. Greathead has been instructed by the London County Council to report on a complete means of communication in the City of London by similar electric lines. I might also add that Mr. Foxlee, the late Chief Engineer of the Railway Commissioners of New South Wales, has also examined the plans of this proposed line, and, as an engineer, thoroughly approves of the undertaking. I will now explain the scheme by means of the plan. The line starts from the Milson's Point end, directly below the Milson's Point railway station, at a depth, I think, of about 85 feet. The right-hand corner of the section shows the station at a depth of about 85 feet below high-water level.

6. What depth will you be below the natural bottom of the harbour clear? About 20 feet.

7. Anybody could dredge a depth of 20 feet before they came to your tunnel? Yes.

8. What is the depth of the harbour at the present time? Fifty-five feet.

9. That would make, altogether, 75 feet to your tunnel? Yes. On the Dawes Point side the line impinges on the reserve and passes under the wharfs near Metcalfe's Bond and the old A. S. N. Co.'s wharf, and then comes under George-street near the Mariner's Church, and thence follows the line of George-street right away to King-street.

10. At what average depth under the street? The depth under George-street will not be less at any point than 37 feet; at stations, in the clear, the upper face of tunnel will be 40 feet. One station is proposed adjoining the Milson's Point railway station, to be approached by two vertical lifts, each of these to be capable of containing 100 passengers, so that they would deal rapidly with a train load of passengers from the railway train or from the tram. At Circular Quay under Queen's Wharf is another railway station with a subway leading from that station to the corner of Pitt-street and Queen's Wharf, where the lifts and exit would be. The object of that is to facilitate traffic from the quays and from Pitt-street, so as to save walking to a vertical descent above the station. The position of the King-street station will depend on what properties can be obtained to form the station upon. This being a rather valuable part of the city we have not definitely shown any one place; but any position upon either side of George-street on the northern side of King-street, or on the return of King-street, would be suitable. Two tunnels are shown on the plan, but at present it is intended to put down one tunnel, until the traffic increases so as to warrant the construction of the second tunnel. The cast-iron tunnel, to which I have referred in my description, is shown on the section underneath the harbour, extending a slight distance into the rock on either side. The remainder of the tunnel from the iron tunnel under the harbour to the King-street end is entirely through rock, and will be lined with brick or concrete. The station at the Milson's Point end will also be in rock, and in brick and concrete.

11. How would you ventilate it? The tunnel will be circular in section, filled up as far as the rail-bed, and the section of the tunnel will be largely filled up by the carriage, so that as the train progresses it will push a large proportion of air in front of it and induce a strong current of air behind it coming in at the last station.

12. That is found to be true in practice as tested already in railways in London? Yes; they are perfectly free and sweet. There is nothing to foul them in the way of smoke, it is merely the breaths of the people occupying the trains, and the progression of the train carries enough air with it to cause a current behind it; consequently it is self-ventilating. There is no heat, smoke, or steam.

13. The great depth to which you are carrying this will be far below the chance of its disturbing any municipal or Government sewers put in at any time? That is so.

14. Taking the majority of cities of the world, no sewer or other construction necessary to the city is carried at a lower depth than about 20 feet? Not that I am aware of.

15.

J. Sulman, Esq.

17 Dec., 1895.

15. And there is no doubt that this will go through solid rock, at a greater depth than ever will be required, even if they want to disturb that rock for utilisation for municipal or Government purposes? That is so.
16. *Mr. J. C. Watson.*] Have you consulted either of the two municipal bodies interested, that is, North Sydney or Sydney? I have communicated with the North Sydney Council; I wrote to them.
17. Have you any expression of opinion on their part as to this? I have no expression of opinion at present.
18. Nor from the Council of the city of Sydney? Not at present.
19. Have you communicated with the Railway Commissioners on the same subject? They have been communicated with.
20. Supposing your line were constructed as it is projected, would there be any possibility of a future connection with the Milson's Point railway system? No; the tunnel is too small.
21. You could not, under your proposal, even at any future time, connect with that? No. I may say that that question was raised in connection with the London railways, especially the Waterloo to Mansion House line; and it was overruled as being unnecessary—as never likely to occur—that these deep lines should want direct communication with the existing railway lines.
22. You say you anticipate duplicating the line if traffic warrants it—will that be easier or not, in view of the construction of the first tunnel? Perfectly easy.
23. The construction of the first tunnel will make the duplication easier? Yes.
24. As to charges? It is proposed to charge 1d. for the section from Milson's Point station to Circular Quay station, and 1d. from Circular Quay station to King-street station—2d. for the whole journey.
25. Have you any provision in the Bill in regard to resumption by the State? Yes, that is provided for.
26. In what way? By clause 55.
27. Briefly, it is on the basis of three years traffic? Yes, after twenty years.
28. There is no power for resumption before twenty years? No, because it would be necessary to have a specific time, in order to make the line payable; because it is scarcely expected to pay at first, and there must be a certain time allowed for the line of railway to make its own traffic. That is the way in which I look upon it—that the line will pay by making its own traffic.
29. What do you anticipate will be the cost of boring the tunnels and putting down the works? We estimate the total cost at about £350,000.
30. What proportion of that approximately, will be spent in actual work here, for a good deal, no doubt, such as machinery, will be made in England? A rough calculation has been made that it will employ 500 men for the greater part of two years, that is actually on the works and incidental thereto—I mean those directly paid by the contractors, not those employed outside.
31. *Mr. Harris.*] Do you intend to make the tunnel large enough for two lines at present or only for one? Only for one.
32. *Mr. J. C. Watson.*] And by crossing at Circular Quay you intend to run trains both ways in the one tunnel? Yes; that is so.
33. *Mr. Howarth.*] The Circular Quay station is about midway between the King-street station and the Milson's Point station, is it not? It is rather nearer the King-street station.
34. Would the crossing at the Circular Quay station permit of a four minutes' traffic? Yes, so I am informed.
35. When you construct the second tunnel you would do away with the crossing? Yes, certainly.
36. That would ventilate the tunnel better still if anything? It would.
37. *Chairman.*] What is the greatest draught of water by ships coming into this harbour at the present time? I do not think that any ship exceeds 30 feet, or possibly 28 or 29.
38. What is the depth of the water? Fifty-five feet.
39. *Mr. Howarth.*] As to vehicular traffic, could you provide for that by means of a second tunnel, and still continue the running of the trains in the one tunnel? No; it would not be advisable for many reasons to put a tunnel for vehicular traffic on this route. In that case the question of gradients and access would arise, and a better scheme than this is possible for that—for instance, by Macquarie Point.
40. What is the length of the iron tubing as compared with the total length of the tunnel? Between one-seventh and one-eighth.
41. Will you start this tunnel from the Milson's Point end, working down the shaft of your lift first and introducing your shield? It will be started from several points.
42. I mean so far as the introducing of the shield is concerned? Several shields will be used.
43. *Mr. W. H. B. Piddington.*] Is the £350,000 the total amount of the money to be spent, or of your capital? The total amount of the capital.
44. *Mr. J. C. Watson.*] You would not expend all your capital;—when I asked you a question just now I meant the actual cost? I am afraid I cannot give you that definitely.
45. What do you estimate the works will cost? I suppose that £50,000 will be reserved, and £300,000 will be for actual expenditure on the work. The amount of capital has not yet been absolutely decided, because, as you can imagine, if this Bill is passed this matter will have to be thoroughly gone into by the engineers of the line, and on their estimate of cost, after making the necessary local inquiries, the total capital will be arranged.
46. In the event of Parliament being willing to pass this Bill are you prepared to accept a clause insisting on a substantial deposit being made? A substantial deposit is provided for in the Bill—£3,000. The provision in clause 26 is that £3,000 shall be deposited with the Colonial Treasurer within six months of the passing of the Act, and that within eighteen months of the passing of the Act at least £30,000 shall be expended *bona fide* in the actual work of construction of the railway.
47. Would you be willing to have that deposit of £3,000 increased if thought advisable to make it more substantial, because a big concession would be granted if the Bill were passed? I think that the provision that £30,000 shall be spent within a specific time, is a sufficient guarantee of *bona fides*—sufficient to justify us in asking Parliament to pass the condition as to a deposit of £3,000.
48. *Mr. Fosbery.*] You are a resident of some part of the North Shore? I reside at Turramurra, on the Milson's Point line.
49. Outside of the Borough of North Sydney are there not a number of residential and business settlements on the North Shore? There are settlements on the Milson's Point line form the Point right away to Hornsby.

J. Sulman, Esq. — 17 Dec., 1895.

50. Some of these localities already carry a considerable population, do they not? They do, and they are very rapidly increasing.
51. Has not the construction of the Milson's Point to Hornsby line opened up a large area for suburban residents? It has opened up a very large area of country.
52. It has already been largely made use of? It has.
53. Is not the climate of the high lands passed through by that Government line considered to be very cool and healthy? It is not only considered to be, but from my own personal experience I can testify that it is.
54. Is it not probable that the localities we refer to would be much more sought after if a quicker and better means of communication from the centre of the city to Milson's Point station were provided? Most undoubtedly.
55. In your opinion, would the construction of such a railway as that contemplated be an advantage to the whole of the residents of the localities we have referred to? A very great advantage, indeed.
56. As well as to the whole of the citizens of Sydney? Yes.
57. And those who do business with these various places on the North Shore? Yes.
58. From a public standpoint do you consider that this electric underground railway would be preferable to a bridge? I do.
59. Will you mention off hand some of the reasons which prompt you in coming to that conclusion? One reason is that it would serve the present railway and tramway traffic, and would give the quickest access that is possible to the centre of the city.
60. And the underground railway would not interfere with private or other property to any material extent as a bridge would do? Certainly not; that is so most emphatically.
61. Another thing, it would not obstruct the harbour? No, it would not.
62. It would not be unsightly to the same extent as a bridge would be? It would be unseen except for the entrances to the stations by the lifts, whereas a bridge, in my opinion, however it is constructed, must be a great eyesore in the general view of what we all admit is one of the finest harbours in the world. A bridge will dwarf the whole of the city. Anyone who has seen the Brooklyn Bridge at New York can judge of the effect. I have seen it. The Brooklyn Bridge completely kills the whole of the surroundings; that is, from an artistic point of view.
63. If in process of years the increase in the city and North Sydney is so great as to necessitate a bridge, in spite of these objections it could be built, notwithstanding the existence of the tunnel there? The tunnel would not affect it in the slightest degree.
64. The increase in the traffic which this railway would induce would act as a very material feeder to the North Shore line, and increase the revenue from it? Most undoubtedly, especially from the residents on the railway line between Milson's Point and Hornsby.
65. You have no doubt whatever that, if the concession is granted in the form in which it is asked for, the money required will be readily forthcoming for the construction? Provided the Bill does not contain any unreasonable provisions such as would militate against the formation of a company, I am practically certain that the money will be raised forthwith. I have, in London, personal friends who are competent to form the company, and who have assured me that they will do so.
66. You have already been in communication with these persons? I have.
67. Referring to some questions which were put to you just now, it would be difficult for you to say, to an exact £1,000 or so, what would be the capital you would require to call up, and what would be the total cost of the works? That is an engineer's question. It would be difficult for me or anybody else to say until the Bill has become law.
68. And until the scheme has been thoroughly worked out? Yes. It would also be impossible to say at the present juncture how the company would deem it best to work its finances—whether by making calls or by financing in other ways.
69. That would depend, of course, on what the state of the money market might be? Yes.
70. *Mr. J. C. Watson.*] I see, on the plan produced, you have marked Pitt-street as a limit of deviation for the route of the tunnel? That is so.
71. You did not mention that previously; you think it possible then that you might use Pitt-street? It is to leave a free hand for the engineers, because engineering difficulties might crop up of which we are not cognisant at the present time.
72. *Mr. Fosbery.*] And it might turn out to be preferable to the public? Yes; it might be preferable to the public.

Eustace Edmond Fosbery recalled and further examined:—

E. E. Fosbery, Esq. — 17 Dec., 1895.

73. *Chairman.*] Have you seen the necessary authorities in regard to this Bill? As solicitor for the Bill, I have communicated with the municipal authorities of the city of Sydney and the borough of North Sydney, also with the Crown Solicitor, the Secretary of the Board of Water Supply and Sewerage, the Secretary to the Railway Commissioners, and the Minister for Public Works; and a copy of the Bill has also been put before the Engineer-in-Chief for Railway Construction.
74. You have asked for their objections, if any, to this Bill? I have sent them each a copy of the Bill, asking them respectively, if they have any comments to make with regard to it, to communicate with me.
75. And you have received replies? I have received acknowledgments from the municipal authorities of the city of Sydney and the borough of North Sydney, and from the Public Works Department and the Secretary to the Railway Commissioners. I also know that all the other communications have been delivered, because, instead of posting them, I sent them by my own clerk, except that which went to the Engineer-in-Chief for Railway Construction.
76. And no strong opposition has been raised? No. On the other hand, as far as I have heard, on all sides the Bill has been considered to be a very fair and liberal one from all points of view. The only Government officials with whom I have had direct interviews are the Secretary for the Railway Commissioners, Mr. McLachlan, and the Engineer-in-Chief for Railway Construction, Mr. Deane. Mr. McLachlan said that he would come if he were called by the Select Committee, but, as far as I could gather, he did not seem to wish to come otherwise. He had no objection to make to the Bill, as far as I could gather, but could not speak with authority, as he was only the mouth-piece of the Commissioners, and was not

not authorised by them to do so. The Commissioners of course could not bind themselves to the policy of this Bill. I have been through the Bill with Mr. Deane, clause by clause, and during the larger part of that interview, Mr. Sulman was also present. Mr. Deane will come as a witness and give evidence. E. E. Fosbery, Esq. 17 Dec., 1895.

77. *Mr. Harris.*] I suppose the communication from the Municipal Council was only an acknowledgment of your letter? Yes.

Henry Deane called in, sworn, and examined:—

H. Deane, Esq. 17 Dec., 1895.

78. *Chairman.*] You are Engineer-in-Chief for Railway Construction? Yes.

79. Have you examined this Bill for the construction of an underground electric railway from Milson's Point to the city of Sydney? Yes, I have.

80. Have you come to any conclusions upon it as it affects the State railways? I have to recommend that certain provisions be made in the Bill to secure the Government rights.

81. Will you state those? I should like, in the first place, to direct attention to clause 3, line 7, whereby Mr. John Sulman is allowed to "enter upon, take, and use so much of the Crown lands, private lands, and streets delineated on or to be delineated on the deposited plans as may be required for those purposes." I called Mr. Fosbery's attention to that, saying that, in my opinion, the Bill should not enable the promoter to obtain the Crown lands without previous sanction, and he pointed out to me that towards the end of the same clause that is provided for. All I have to remark on that point is that if the proviso to the clause is sufficient in that case, I am quite satisfied. But it is a matter that I think the legal advisers of the Crown should look into. Then the clause concludes with the following words:—"Provided further that the railway shall be constructed in a proper and workmanlike manner, and to the reasonable satisfaction in all respects of the Engineer-in-Chief for Railways." The words "Engineer-in-Chief for Railways" should, I think, be altered to "Engineer-in-Chief for Railway Construction," which is the proper title. On referring to the interpretation clause, sub-clause (*b*), it will be seen that "the railway" and "the works" are separately mentioned. I therefore recommend that in line 40, clause 3, after the word "railway" the words "and works" should be inserted. I think it will be as well after the word "shall," in line 40 of the same clause, to insert "in all respects." Then there should be added to the clause words to the effect that the line should not be opened for traffic "until the certificate of the said Engineer-in-Chief has been given." That would, of course, prevent the line from being used until the certificate were given, and if an attempt were made to use the line before a certificate were given, steps could be taken to prevent it. It is not likely to happen, but it is desirable to provide for such a case. The provision just referred to, that the railway and works shall be constructed to the reasonable satisfaction of the Engineer-in-Chief for Railway Construction implies, it may be said, a right of entry to inspect. But I recommend that in clause 24 that shall be actually mentioned. I believe that this is also agreed to by Mr. Fosbery. It is said, in clause 24, "It shall be lawful for the Municipal Council of Sydney and also for the Water and Sewerage Board at any time during the construction of the railway and the progress of the works, to appoint an engineer or engineers to enter upon and inspect any works of the said John Sulman in connection with the railway or that may be authorised under this Act." I think, that the words "Engineer-in-Chief for Railway Construction should be inserted * after the word "board." I think it would be wise if the Committee would see that the rights of the Government are sufficiently protected in clause 15. That clause deals with the use of electric power, and, generally speaking, the various appliances that are necessitated. I discussed that clause with Mr. Fosbery. My view of the case was that as the clause is worded now, it might be possible for the promoters to introduce something or other which the Government or the Engineer-in-Chief as representing the Government might find objectionable, and that then the Government might have to call upon them to remove or alter it. Then they might urge that the expense would be an exceedingly great one, and point out the words "and in giving such directions the Governor shall have regard to the expense involved and to the effect thereof upon the commercial prospects of the undertaking," clause 15 lines 31 to 32. I would suggest that if it were possible the promoters should, from time to time, when they contemplate taking any important steps ascertain whether those steps would receive the sanction of the Government. It is quite true that in a way the Government is protected, but it would be a very onerous thing and place the Government or any officers of the Government in a very disagreeable position if they had to condemn any costly arrangements, and I should like the Bill to provide that each important step that is taken shall be previously submitted for approval—that they should get sanction for any new steps that they have to take. For instance, the voltage, the electric pressure to be used, is a very important matter. There is nothing about it here. I believe that in England the Board of Trade limit the voltage to a certain amount. If we had here regulations such as the Board of Trade have, no company could step outside them; but we have not at present. I notice that in this clause provision is made to allow the Governor to pass some regulations, but I think it would be almost better than that, or as an accompaniment to that it would be a good thing if Mr. Sulman or the promoters had to submit from time to time for sanction any important step that he or they wished to take. I am not exactly in a position to suggest any wording, because this is such a very new matter that I might by doing so seriously hamper the promoters, and I do not want to do that; but at the same time it would be a very serious matter for the Government and the public if the promoters had full powers to do anything they liked, and, to use a common expression, without intending any offence, snap their fingers at the Government. I do not know that I have anything further to add in regard to that clause. I do not think there is anything else that immediately concerns my office.

82. *Mr. J. C. Watson.*] What about the resumption clause? I was going to refer to that.

83. I think we might have your opinion on that; it is a matter that affects your Department. I think it would be better if a valuation were made at the time. Clause 55 says, "And the amount of compensation to be paid to the said John Sulman upon such purchase by the Crown shall be the amount of the actual *bona fide* cost of acquisition, purchase, construction, and erection of the premises so purchased by the Crown with an amount added equal to three years' net profits on the working of the undertaking calculated on the basis of an average of the last two preceding years." That might possibly be an excessive amount. I do not know how far deterioration may have gone on in the twenty years, but it is

---

NOTE (*on revision*):—As representing a Government Department I would suggest the propriety of inserting this before the names of the Bodies mentioned.

H. Deane, Esq.

17 Dec., 1895.

is quite possible that it may have gone on to a very large extent, and therefore I am inclined to think that, although that amount might be put as a maximum, there should be a valuation, so as to provide for the possible case of the works having very much deteriorated.

84. What do you think of the twenty years' limit? I think it is very long.

85. Have you any suggestion to make? I think it would be better to shorten it. If you shorten it too much it may create a difficulty for the promoters, but I think the period might be very much shortened. I think that that is a matter which the Government might well take into consideration. I wish to call attention to the fact of my having made a report in September last, which was ordered by the Legislative Assembly to be printed, in which I recommended a certain scheme for tramway construction. A part of that scheme of mine was a tunnel to carry the George or Pitt Street tramway under the harbour, and bring it up alongside the North Shore tramway, and work it in connection with that. Of course if the Government decided to adopt that scheme, or any modification of it, this line would enter into competition with it. So I think it is a matter for the Government to decide whether that is to be considered for the future as a possible undertaking or not.

86. The promoters of the present proposal do not purpose any connection with the existing lines at North Sydney? No.

87. Under your proposal, would that have been possible? Yes; my proposition was to pass round the Circular Quay, enter into a tunnel under Macquarie-street, pass under the harbour, and come up alongside the railway and tramway at Milson's Point. There is some Government ground there which I see Mr. Sulman proposes to appropriate for a similar purpose. Then I proposed to have a good-sized lift, which would lift the cars bodily up. It is quite practicable. There are very large lifts at work now in the world, and then the cars would be run right away on the tramway up the hill. Passengers could get out and go to the railway, or could be carried up the hill by the tramway. In my opinion that would serve the public well, and it is for the Government to consider whether that is a likely scheme to be carried out.

88. Do you think your own scheme would be payable? Yes, I think it would be payable.

89. At any rate, as far as this branch is concerned, leaving out the connection with Balmain? Yes; this particular branch.

90. I am not quite certain whether you contemplated in your scheme a possible connection with the Milson's Point Railway? No, the tramway should come up alongside. It would not be a railway at all, it would be a tramway tunnel. It would carry the tramcars that would run along George or Pitt street, as the case might be. It was intended to be an electric tramway.

91. I am referring to whether it would be possible, by an extension of your tunnel for a distance, to connect with the Milson's Point railway, in view of a possible connection with such railway later on? The tunnel I should propose to make would be too small for the railway trains.

92. *Chairman.*] Is there any immediate probability of the Government carrying out this proposal of yours? I am not able to say.

93. There is no probability of the Government carrying out the complete scheme which you put forth? I do not know. Of course at the time I submitted that scheme I had not heard of Mr. Sulman's proposal, except by rumour, and I did not know that Mr. Sulman was connected with it; but I had been thinking about that scheme of mine a good time, ever since, in fact, I came back from England last year, and the conclusion I came to was that a connection between Sydney and the North Shore—a direct connection without change—was a desirable thing to have, and so I worked out that scheme.

94. Of course there has been no Government discussion of this complete scheme up to the present time? No; all that has been said with regard to it is the minute by Mr. Young, the Minister for Public Works, which is published on that paper, underneath my letter.

95. What would be about the total cost of your complete scheme? £1,748,000; but that is, of course, a very large scheme. However, any estimate that might be made at the present moment would be a very rough one. Without going carefully into details, it would be impossible, in fact, to make a reliable estimate; but I think that probably the cost would be about £300,000 or thereabouts—I put down the amount at £370,000—for the connection from Circular Quay to Milson's Point *via* Macquarie Point.

96. *Mr. Harris.*] Could your scheme be worked in conjunction with the scheme proposed by the Government, to have a tramway down George-street? Yes.

97. *Chairman.*] That is a surface scheme? Yes, in the city.

98. *Mr. Howarth.*] The scheme proposed by Mr. Sulman is, I think, similar to your alternative scheme—you provide for an alternative scheme from Dawes Point to Milson's Point, and this is similar, is it not? It goes pretty nearly over the same ground; that is all. I propose to connect with the surface line along George-street. In that way, my scheme differs essentially from Mr. Sulman's scheme, which is for an underground line altogether. Mr. Sulman would gain access to his underground railway by means of shafts and lifts from George-street.

99. *Chairman.*] And your scheme, as far as the Mariners' Church, would be a surface line? Yes.

100. *Mr. J. C. Watson.*] Supposing this Bill were passed and the line were gone on with, would it interfere with your proposal? I think it would compete.

101. Then, practically, for twenty years from that time, supposing this were carried out, the Government would not be able to connect under reasonable conditions with their North Shore system? I do not think there is anything in the Bill to prevent the Government from making a tunnel alongside if they like.

102. No; but the competition might have an effect? The competition would be serious, and they would have to be all the more careful about it.

103. *Mr. Howarth.*] Do you consider a tunnel preferable to a bridge? That is to be considered in various aspects. Some years ago, when the question of the bridge was discussed, it was proposed to have a railway connection as well. The advantage of a bridge would be, if it were built strong enough, and the approaches were made suitable, that you could carry a railway across, and also have carriage drives. But a tunnel of this kind, or the kind I proposed, would be for passenger traffic purely. There would be no railway traffic and no carriage traffic.

104. *Chairman.*] Taking a suspension-bridge for both railway goods and passenger traffic, and for vehicular traffic, and comparing the total cost of that with a tunnel for passenger traffic only, would not the cost of the bridge be very great? It would be very great. I should consider that a bridge suitably designed, with a proper headway over the harbour, would cost a great deal more than the tunnel.

H. Deane, Esq.
17 Dec., 1895.

105. It would cost more than £1,000,000, would it not? I am not prepared to say, but I should think so.
106. What is the length of the Brooklyn Bridge? It is more than a mile in length. There is one span over the river, and two end spans as well.
107. I suppose that a bridge of that description, to carry a railway, would have to be a very costly thing? No, I do not think it would add very much to the cost to make it strong enough for a railway. If you have a bridge of that size you have to put in such a lot of material to carry the bridge itself—to carry the dead load. The Brooklyn Bridge is a wide bridge. It is constructed to carry two lines of cable tramway—backwards and forwards line; two carriage roads, one on each side; and a footpath in the centre.
108. There can be no doubt that as an immediate relief to the passenger traffic this tunnel would be the best? Yes; I think a tunnel would be a very desirable thing to have. If there were any question of my scheme being carried out I should say that this would be a very useful one. I do not know about the commercial success, but I am sure that it would be very useful to the people.
109. *Mr. Fosbery.*] With regard to some remarks which you made in the earlier portion of your evidence as to sanctioning the steps to be from time to time taken by Mr. Sulman, do you mean steps in construction or steps in working? Steps in construction—steps in design.
110. But do you not think that clause 3, as you propose to alter it, will give the Government quite a sufficient hold of Mr. Sulman in that respect—I mean the provision that "the railway and works shall in all respects be constructed in a proper and workmanlike manner and to the reasonable satisfaction in all respects of the Engineer-in-Chief for Railway Construction"—does that not put us absolutely under your thumb? Yes, except that as I say, if there were any objections made, you might urge that the objections were unreasonable on account of the expense.
111. If we extend clause 24 as you suggest, giving your department power at any time during the construction to appoint an engineer to enter and view, and if, that being so, your department on the report of its engineer pointed out to Mr. Sulman that there was something to which you took exception, and if we persisted, should we not be doing so at our own risk, and would you not be quite justified, in that event, in refusing your final certificate, as representing the Government? Yes.
112. Could Mr. Sulman raise the slightest objection to your action, or could he call it arbitrary in any way if, having pointed out to him you were going to object, you afterwards did so? I think the difficulty might arise by something of this character. Mr. Sulman might arrange, say, to use certain methods of construction and go and order certain things, and, when it came to my knowledge, I might see reason to object to them, and then Mr. Sulman might urge that it was unreasonable for me to object seeing the great expense he had gone to. There is nothing in the Bill to show that any designs shall be submitted for approval. It says "constructed." That might mean the manner of construction, the class of materials, strength, and so on. But it is a question whether the designs should not be submitted in the first place, and whether this might not save trouble. There are plans mentioned in the preamble, but there are no plans attached to the Bill.
113. Is it not a fact that if we make the provisions of clause 3 too elaborate we shall make them so irksome that no person of common sense would think of undertaking the construction of such a work as this? They might be made too irksome, but I do not see any chance of that happening at present.
114. With regard to electrical traction, is it not a fact that within the last ten years there have been very important developments in connection with that? Yes.
115. And it is possible, if not probable, that there will be similar improvements within the next period of ten years? Of course there may be great improvements.
116. Improvements are being made every day in the modes of electrical traction? Yes.
117. If clause 15 is altered so as to provide that the voltage used shall be controlled by the regulations referred to in sub-clause (iii) you would approve? I think that will answer the purpose.
118. The scheme you were speaking of, which you yourself promulgated, is to connect with a tram running down George-street? Yes; George or Pitt-street.
119. Between a point at the intersection of George and King Streets and Milson's Point, your service could not possibly be as quick as that proposed by this scheme, because part of it would be above ground? Yes.
120. That is to say, with a large part above ground you would not be able to run between the two terminal points as quickly as we can run underground the whole way? I think that is very likely.
121. *Chairman.*] This underground scheme under George-street would not interfere at all with your surface scheme? No, not in George-street; it would merely introduce competition if the tunnel were carried out.
122. *Mr. Fosbery.*] The running of an electric tram, or any kind of tram, either along a double or a single line, down George-street would be a very considerable interference with the traffic in that street, having regard to the width of it? I do not agree with you. I have seen many streets in other cities over the water which are narrower than George-street with two lines of electric or cable trams running down them, and it has had the effect of improving the traffic, clearing the streets. George-street is not a narrow street as compared to some old-fashioned streets. It is a wide street, if you will permit me to say so. There is a part of George-street that is narrow—that is, between Charlotte-place and Queen's Wharf. There is a place where, I think, the width between the kerb is only 34 feet. But from Charlotte-place south the narrowest is 42 feet, and in places it is very much more. Of course beyond King-street or Market-street, going south, George-street widens out considerably. George-street between King-street and Charlotte-place is very much wider than King-street itself is. The width between the kerbs in King-street is only about 36 feet.
123. But is there not a very much larger traffic in George-street than in King-street—of vehicles and the public? There is, but a great deal of that traffic is omnibus traffic. Of course we do not wish to interfere with omnibus enterprise, but there is no doubt that omnibuses must give way to trams eventually, and if a tramway were laid down in George-street, with proper connections, it would clear the streets considerably, because those omnibuses would be run off.
124. Is it not a fact that there has always been a great objection to granting any concession to run a tramway down Piccadilly, on account of the narrowness of the street and the pressure of traffic? That may be.
125. In process of time would not the same objection apply to George-street? There have been a great many unreasonable objections to the construction of tramways in cities in the old world. In New York, the

H. Deane, Esq. 17 Dec., 1895.

the Broadway is a very crowded street, and at the city end it is very narrow—very much narrower than George-street.

126. Taking the traffic to and from the North Shore at the present time, and the estimated cost of constructing a bridge to connect the city with the North Shore, in your opinion is it likely that there would be a reasonable return in the shape of interest on the cost of construction? I am not in a position to say. I have not gone into the question of traffic sufficiently.

127. Taking this Bill as a whole, does it strike you as being a fair, liberal measure, with the exception of the matters to which you have called attention? I think that if those matters to which I have called attention are attended to, it will be a proper Bill to pass, if there are no objections to it on the part of the Government.

128. *Chairman.*] Would you mind giving us your experience of the underground traffic at home? I have travelled on the City and Southwark Railway, which is an underground electric line, double tunnel, and I believe that the City and Southwark Railway has been a great source of convenience to the public, and its success has caused the introduction of a number of other schemes of a similar character.

129. *Mr. Fosbery.*] In fact, London is pretty well a net-work of underground railways now? Yes.

WEDNESDAY, 18 DECEMBER, 1895.

Present:—

MR. CAMERON,	MR. HOWARTH,
MR. FEGAN,	MR. W. H. B. PIDDINGTON,
MR. HARRIS,	MR. WATSON.

VARNEY PARKES, ESQ., IN THE CHAIR.

E. E. Fosbery, Esq., appeared as solicitor for the Bill.

Hugh M'Lachlan, Esq., Secretary to the Railway Commissioners, called in, sworn, and examined:—

Hugh M'Lachlan, Esq. 18 Dec., 1895.

130. *Chairman.*] I having put before the Committee what you told me yesterday with regard to the position of the Railway Commissioners, whom you represent, the Committee thought it would be wisest for you to make a statement to them?

I may inform you, for the information of the Committee, that the Railway Commissioners, in the first place, had not much time to go through the Bill; in fact, had not gone through it at all, but the little consideration they were able to give to the Bill seemed to them to show that the matter was one of policy, and they felt that it might be embarrassing if they attempted to give an opinion on a matter upon which the Government might have a different opinion, and they thought that if they went into the matter at all it should be practically at the instance of the Government, and then the Government might do what they pleased with it. As bearing on the matter slightly, it struck me that I might refer to a correspondence which passed about six or seven weeks ago between Mr. H. J. Withers and the Railway Commissioners. Mr. Withers wrote to the Commissioners in regard to the advertisements that appeared intimating that the Bill was to be introduced, and he asked for an expression of opinion from the Commissioners in regard to the site for the lifts, particularly at the North Sydney end of the proposed line, whereby the passengers would be lifted up, and practically you can gather the views of the Railway Commissioners from the reply which they directed me to send, and which was sent by me on the 2nd of November, as follows:—

> With reference to your letter of the 29th ultimo, asking the Commissioners to suggest a site for lifts, &c., at Milson's Point, in connection with the proposed underground railway between Sydney and North Shore, I am directed to inform you that the matter has had consideration, but as the question involves an important matter of policy in regard to the whole undertaking, the Commissioners cannot at present enter into the matter.
>
> Although it is stated in your letter that any suggested site was not to be considered as an approval of the scheme, still any expression of opinion by the Commissioners would be regarded, indirectly at least, as a recognition of the scheme itself; and they are not at present prepared to enter into the merits of it.

You see they had the idea that it was practically a matter of policy for the Government, and they have been very much pressed for time; they are away as you are aware this week, and were away a little at the end of last week, and so far as the merits of the Bill are concerned, without entering into the matter of policy, they have not had time to look at it since they got notice of the appointment of the Select Committee. They will be away all this week, they are in the Richmond River district looking at a railway line which we have there.

131. *Mr. J. C. Watson.*] I presume you know it is not contemplated to establish any connection by means of this tunnel with the existing lines at North Shore? Well, I understood the lifts were to come up close to the passenger station.

132. I meant, any absolute passenger connection? No, but the scheme is largely a matter of policy for the Government and Parliament to determine.

133. In view of the fact that there is no proposal to connect with the existing lines, do you think, leaving the matter of policy on one side, that the Railway Commissioners would prefer some scheme whereby they could connect if they thought it advisable? As the Commissioners did not really consider the merits of the matter at all, I would not like to express an opinion as from them, because they really have not given one.

134. *Mr. Harris.*] Do you think it would be good policy for the Government to allow a private company to connect the two tramways together? That is rather an awkward question for me to answer. The Commissioners have not expressed an opinion, and I should not like to express my own.

135. *Mr. Howarth.*] As Secretary for Railways, do you think that a connection is necessary between Sydney and North Sydney? Well, you have a connection at the present time—by steamer.

136. *Mr. Cameron.*] I take it that Mr. Howarth means some other mode of connection than that which at present exists? I do not know enough of the matter to say anything about that. The people have at present a connection; it is not as if the people were shut off from communication on both sides. It is perhaps a matter for consideration whether additional conveniences might be given.

Hugh M'Lachlan, Esq.

18 Dec., 1895.

137. *Mr. Howarth.*] Is it a fact that another means of connection is considered to be necessary according to Mr. Deane's proposal? I am not aware. Mr. Deane is not one of our officers, and I am really not aware of the provisions of Mr. Deane's scheme.
138. Have the Commissioners expressed any official opinion in regard to Mr. Deane's scheme? No; they have not.
139. *Chairman.*] Has it ever been submitted to them? No; I think not. As bearing on the matter it may be of interest to the Committee to know that a good deal of information was given before the City Railway Commission, which sat at the Town Hall, in regard to a railway under the harbour. Mr. Eddy referred to it, I think, and also one of our engineers, Mr. Foxlee, but their scheme was somewhat different from this. It might assist the Committee to look at that evidence.
140. Is it not a great question of wisdom as to whether a tramway should be put down when there is a prospect of a city railway of a comprehensive kind being built? You think it is a wise thing to defer the matter until you see what the ultimate connection would be?
141. Yes? I should be almost inclined to think that myself.
142. There is no doubt that the acme of construction would be a city railway of a comprehensive nature? Yes.
143. Whilst a tramway of an expensive character would be anticipating that without meeting the great demand that is made? Yes.
144. For instance, the great suburbs of the city will protest against having tramway communication only, if it is to destroy the chances of the city railway—is it not a very grave question which is the best policy? Of course you would want both to a large extent. You must have tramways for local business where you would want a railway for through business.
145. But Mr. Deane's was an extensive system of tramway which would assist the railway and work in with it? Yes; one would be of course a direct connection with the other.
146. *Mr. Cameron.*] Have you have gone through the provisions of this Bill? No.
147. You have not examined it in any way? No.
148. I understand from your evidence that the Railway Commissioners have not, to your knowledge, expressed any opinion as to whether this would be a proper thing to do, or not? No; they have not expressed any opinion.
149. You said just now that the residents of the northern portion of the city, generally known as North Sydney, have the advantage of steamer connection? Yes.
150. As a matter of fact, has it not been well known to the Railway Commissioners, and to you as their Secretary, as well as to every other resident of Sydney, that the inhabitants of the northern portion of the city have complained for some years of the inadequacy of the means of communication between St. Leonards and the city proper? I know there has been a considerable agitation for a bridge for some time. Of course it has not come before us, but I know, as a matter of public comment, that they have been pressing for a bridge.
151. In fact, it is a good number of years since the agitation for a bridge first became public property? Yes.
152. And nothing has ever been done in that respect? No.
153. In the event of an underground railway of the description spoken of being constructed, could you give the Committee any information as to whether it would be a better mode of connecting the two centres of population than a bridge, or otherwise? Of course that is purely an engineering matter. I could not say as a layman. It would be purely a professional opinion that you would want to get with regard to that.
154. So far as your evidence this morning goes, you are not in a position to express any opinion either for or against the proposition which is before the Committee? No; not on the merits of the proposition.
155. *Mr. Fegan.*] Has a deputation from North Sydney at any time waited upon the Commissioners in favour of any scheme like the proposed one? No; they would wait on the Minister for Public Works. The Commissioners are entrusted with the management of existing lines, and as a rule a deputation would not wait upon them in reference to such a work as this. That would be a matter for the Department of Public Works.
156. Have they not approached the Railway Commissioners about this work? Not to my knowledge.
157. Have they approached the Railway Commissioners for any kind of scheme to connect the city and North Sydney? Not to my knowledge. I think that, in any case of that sort, they would go to the Minister for Public Works.
158. It is only by report that you know they have approached the Minister for Public Works for a bridge? Of course; that is a matter of common notoriety.
159. They never approached your Department? No, not the Railway Commissioners, to my knowledge.

Richard Watkins Richards called in, sworn, and examined:—

R. W. Richards, Esq.

18 Dec., 1895.

160. *Chairman.*] You are the City Surveyor? Yes.
161. The proposal before the Committee is the building of an underground electric railway, and it is proposed to take it at a depth of about 35 or 40 feet—an average, I believe, of 35 feet—below the surface of the street; in your capacity as Surveyor to the Municipal Council of Sydney, do you think that that would in any way interfere with any of your sewerage works or any other works? I am not in a position to speak as to the sewerage works, because they are handed over now to the Water and Sewerage Board. Mr. Small, the engineer, will be able to give evidence on that point.
162. Would it in any way interfere with any of your street arrangements? I do not think it would at that depth. I am speaking of the subterranean construction, and not of the lifts yet.
163. Has the Council authorised you to enter any objection to it? They have not authorised me to enter any objection, but to give evidence; but any evidence that I may give will not prejudice them in any way—that is to say, that my opinion may be very different from the opinions held by members of the Council.
164. As a man who has had a long practical experience as City Surveyor, do you know any reason why this electric underground railway should not be constructed? From an engineering point of view, no; but, from a political point of view, yes, if I may go into the question of policy.
165. So far as that is concerned, you could not go into the question of policy—it is simply for the State Government to do that? I presume I can give an opinion on the provisions of this Bill.

R. W. Richards, Esq.

18 Dec., 1895.

166. Yes; but we want to know more particularly how it affects your Council in their street arrangements? Well, in the first place they undermine our streets; they practically occupy public lands at a depth below the surface, and there is no provision for any rate to be paid to the City Corporation for such occupation.
167. They occupy public lands? Practically they do, at a depth below the surface.
168. *Mr. Cameron.*] Can you give the Committee any idea of what depth? Thirty-five feet, I understand.
169. *Chairman.*] Is there anything of value on these public lands at a depth of 35 feet? Well, considering they are going through public lands ——
170. Public rock? Well, it may be public rock; but I contend that if they use the public lands for any purpose they should pay the public body in whom those lands are vested.
171. For what? For any benefits that may accrue.
172. But what benefit do they get from cutting through rock at a depth of 35 feet? They must get some benefit, or they would not do it.
173. But what benefit do they get from the occupation of the public lands, as you say? They get the profits of the tramway.
174. That is the right of their scheme, if they do not interfere with Government arrangements? The city of Sydney, as far as the Council is concerned, is very weak in regard to these matters. The Government come along and occupy our roads.
175. But that is surface? This is pretty nearly the same thing.
176. Can you point out in any definite way how it will interfere with the City Council arrangements? No, I cannot; but I contend that the tramway passing under our public roads, a rate should be levied on the value of the construction underneath.
177. That is, you are contending for the payment of a rate to the Council? Yes.
178. Will you give us your objections to the Bill? It provides for purchase by the Crown after twenty years. If the Government are entitled to this concession, surely the Council should participate in it.
179. Why? This is as much a city matter as a national one.
180. You have already admitted that the lands occupied will be Crown lands? Public lands vested in the Council.
181. But is the sandstone rock at a depth of 45 feet vested in the Council? I contend that below the level of the street it is the property of the Council, but that is a matter for a lawyer.
182. Your sole contention is for the right to fees? That is the sole contention, whether it is on the surface or below, as is done in other cities. May I refer to other cities?
183. If you can give us an example? They are surface constructions.
184. We do not want to know about surface constructions, but about constructions underground 45 feet? I cannot refer to those.
185. Then you have no references? No.
186. *Mr. J. C. Watson.*] Do you know anything of the practice in London with respect to underground railways? I do not.
187. Although this tramway will be below the surface, in most of its course, at the same time where the stations are it will come to the surface? Yes; and occupy portions, I have no doubt, of public roads.
188. Is there anything in the Bill to prevent the occupying of those portions? I did not see anything.
189. *Mr. Cameron.*] You have told the Committee that this proposed work would be at an average depth of 35 feet below the present surface? I think that is stated in the Bill.
190. And you contended, by implication at all events, that, in the event of this work being carried out, your opinion is that the Municipal Council of the City of Sydney, should to a certain extent participate, or have some income allowed to it for the carrying out of the proposed work? Yes.
191. Would you mind telling the Committee upon what you base that claim? I believe that certain lifts are to be constructed along the route within the city for which it will be necessary to occupy, and perhaps disturb, the surface of the roads, and, not only that, the line would feed the city from adjacent municipalities, which makes the matter a municipal one as well as a national question; and I think that in anything municipal, the Municipal Council should benefit by any profits that may be made.
192. Have you had opportunities of seeing the workings of any underground railways in other cities in the world? I have not.
193. Well, as a matter of fact, as far as you are capable of forming an opinion, would the construction of the work as set forth in this Bill not have a beneficial effect on the city by way of promoting its traffic? That is questionable.
194. Do you know of any class of traffic that would be injuriously affected by it, so far as the conveniences of the City Council are concerned? I do not.
195. It would not have a tendency, would it, to increase the wear and tear of your streets, for instance? It would not.
196. On the contrary, it would have the other effect? It might not.
197. It would not, at all events, do them any harm; so that, in the event of the Bill passing in its present shape, you cannot tell the Committee of any additional liability which would be incurred by the Municipal Council of Sydney? No; I cannot.
198. *Mr. J. C. Watson.*] I presume that what is running through your mind about the rent of streets and so on, and what I believe is the case in the older lands, is that certain possibilities exist which are communally created through the existence of a large population, and I wish to ask you whether it is your idea that those possibilities should be paid for if taken advantage of by anyone else? I think so.
199. *Mr. Fegan.*] What rent do you get from the gas company? None.
200. And they have miles of pipes almost surface deep, have they not? I think they are about 2·6 inches below the surface.
201. *Chairman.*] Except under your footpaths, and then they come up to 1 foot? I think the Act provides for 2 feet.
202. *Mr. Fegan.*] You do not demand from the gas company any royalty or rent of any description? No.
203. And yet you come and ask this company to pay a royalty because they are going much deeper? It is only my opinion that they should. I want the Committee to understand that anything that I say will not prejudice the right of the Council to contradict.
204. Your opinion is that this company, in connection with the construction of this line, should pay a royalty or rental to this Council? That is my opinion.

R. W. Richards, Esq. 18 Dec., 1895.

205. At the same time you acknowledge that there is a difference between 35 feet and 2 feet? Yes, certainly.
205½. And that it is really in favour of the company whose line is 35 feet below the surface? That is so.
206. And yet, to your knowledge, the Gas Company do not pay one farthing of rent or royalty to you? That is right.
207. That being so, if it is right that the gas company, who are more liable to pull up your streets—perhaps oftener than this company would—should be free, do you not think that this company ought to be free too? I will not say that. It is not because the Gas Company have got in on the Council that another company should do so.
208. Then you really believe the Gas Company ought to pay? Yes, I do. At any rate, they ought to light our streets at much less cost than they do, in consideration of the great advantages they have. I think the lighting of the city should be in the hands of the City Council.
209. If the gas-pipes are only 2 feet below the surface, and this company's line would be 35 feet below the surface, do you not think that the Gas Company would be the more liable to tear up the streets? The Gas Company having their pipes at a less depth would be more likely to tear up the streets.
210. *Mr. Harris.*] If the Gas Company now proposed a Bill authorising them to place gas mains under our streets, would you raise the same objections against that Bill as you now raise against this Bill? Undoubtedly.
211. When the Gas Company got their Bill passed, our city was not in the state it is in at the present time? No.
212. That is the reason why no objection was taken against them? That is so.
213. *Mr. Cameron.*] Has this matter been under consideration in your Council at all? Not yet; in fact, the first intimation I had of it was, I think, from Mr. Withers on Saturday.
214. Mr. George Withers? No; Mr. Withers who, I think, is an engineer. I told him the course to take, and he took it by writing to the Town Clerk, and forwarding a copy of the Bill, and asking if the Council would send a deputy to give evidence on their behalf.
215. *Mr. J. C. Watson.*] The intimation you received last Saturday was the first intimation you got? Yes.
216. And the Council did not get it so early? The Council did not get it until yesterday. The letter dated the 12th instant, was laid before the Council yesterday, in the course of their business, about half-past 11 o'clock. Otherwise I might have been able to give you further particulars with regard to underground construction.
217. *Mr. Harris.*] The Municipal Council of Sydney have expressed no opinion in reference to this tunnel? None whatever; they have had no opportunity to do so, and, as I have said, I have only had since Saturday to look at the provisions of the Bill.

John Sulman, Esq., re-called and further examined:—

J. Sulman, Esq. 18 Dec., 1895.

218. *Chairman.*] You make your approaches for ingress to the tunnel, both at the centre and at the King-street end, on private allotments? At the King-street end through private land—that is, specifically through private land, and the whole of them through land which we must acquire.
219. And you do not tear up the streets at all? Not at all. The exits for lifts are not shown on the plan, because we have not yet got the property.
220. The streets will not be cut up to get an ingress to the tunnel? No.
221. You were in England, how long ago? More than three years ago.
222. When you were there you made special efforts to see this system of underground railways, did you not? No; I had not an opportunity to make special inquiries then. It is since then I have taken the matter up, and my knowledge is obtained from reports in the engineering papers and special reports from England.
223. Do you know of any cases where these underground railways pay a royalty or subsidy to the municipal authorities? I am not aware of any case.
224. Have you seen in those reports mention of any cases in which they have had to do so? No.
225. You are an Englishman, and have lived nearly all your life in England, and have been engaged in business there, and have only lately come to the Colonies? Yes; ten years ago.
226. In such a case, where an underground railway went 35 feet beneath the surface, would it not be to the State Government that the subsidy would be paid? I believe so.
227. Not to the municipal authorities? I think not.
228. You know what is the practice on the continent? No, I have not investigated that question on the continent.
229. Can you tell us of any engineer in this city whom we could call who has a knowledge of these things? I do not think there is anyone here who has that knowledge. The whole system is a modern system, it has been developed within the last five years. It is about five years ago, I think, when the first line—the City and South London—was opened.
230. It would be almost impossible for us for months to get this information? I fear so.
231. *Mr. J. C. Watson.*] You say that your information is gathered from the engineering journals? Yes, and from special reports.
232. Well, the engineering journals would hardly, from a technical point of view, put that aspect of the case before their readers; that is, they would hardly put before them the aspect of paying royalty or subsidy to the communal bodies interested? No, it would come out incidentally.
233. It is possible it would not come out incidentally? Yes.
234. They would look at the matter from an engineering point of view, and write on it accordingly? Yes; but, as I pointed out yesterday, I gathered one piece of information as to the connection of steam lines with electric lines in London. That was incidentally reported on in connection with the Waterloo and City Railway.
235. You say it is five years since the system was instituted—you were not speaking of the system of ordinary underground railways? No, of underground electric railways.
236. But the idea introduced by Mr. Richards as to fees, subsidy, or royalty being paid, dealt with the question of underground railways, simply in consequence of their being underground, not because they were electric or other means of traction? Quite so.

J. Sulman, Esq.
18 Dec., 1895.

237. And it is many years since the system of underground railways was introduced in London? Yes.
238. But you have no knowledge of any understanding or contract between either of those companies and the City Council of London or any of the municipal bodies? I do not think, from my own general knowledge, that the Metropolitan or District Underground Railway of London pay any rates or dues of any kind to the municipal bodies whose streets the railway passes under. They may pay for stations on the surface, but I do not know.
239. Supposing that a tramway company were prepared, as they usually are, to keep the roadway for a certain distance on each side of their rails in proper order and condition, would there be any difference between their position and that of an underground railway? I think there would be a material difference, because a surface tramway, whether operated by horse, steam, or electric traction, causes a disturbance of the surface and of the ordinary wheel traffic on the roads, and cuts up the paving or the macadam very seriously in proximity to the rails, and it is on that ground, I believe, that it has been made a condition in many cases that the tramway companies should keep it in order.
240. Do you mean to say, as an engineer, that tramways do more to occupy streets and disturb their ordinary wheel traffic? Yes; they accentuate the incidence of the wheel traffic.
241. But I am supposing a case where the tramway company are under contract to keep their roadway in repair and at the same time pay a big subvention to the Council? They occupy the surface to the detriment of the wheel traffic.
242. *Mr. Harris.*] Have you ever read of an electric tram running a mile and a quarter underground? Yes.
243. Have they no ventilation at all? No more ventilation than we shall have.
244. And do you think that in a climate like this you would not want a ventilation shaft at all in a mile and a quarter? I am sure that this tunnel will be far better ventilated under the system proposed than any tunnel with shafts.
245. You think that one tunnel would give ventilation enough? Quite. You have a circular tunnel, and you have a carriage or train filling up the greater part of the sectional area of that tunnel. You know the action of an ordinary train in the open air—it produces a current of air behind it. This train will not travel at such a rate as a 60-mile express, but at quite a sufficient rate to force out a considerable amount of air before it, and to bring in a current of air behind it every journey, and the most efficient ventilation is obtained by having only one inlet and one exit. Extra ventilation shafts would be a detriment to the ventilation.
246. *Mr. Cameron.*] By diverting the air current? Certainly. It has been proved by experience in London that these tunnels are thoroughly well ventilated, and are infinitely preferable to those tunnels which are ventilated by shafts.
247. *Mr. Harris.*] But the underground railways in London are not worked by electricity, but by steam? Yes, and they are abominable.
248. *Mr. Fegan.*] I understand that you are asking for permission to construct a line of railway at a minimum depth of 35 feet below the surface;—did it ever strike you that somebody—I look upon that somebody as being the State—ought to receive some remuneration for permitting this work to be carried out? I apprehend that it is a work for the public benefit as well as for the profit of the persons promoting or doing this work, and that if Parliament does not consider it a work of public benefit it will not pass the Bill.
249. But if you were constructing on the surface you would necessarily have to pay compensation for any land you resumed? Yes.
250. What is the difference between the surface and underneath the surface, as far as the State is concerned? Simply because we utilise that which would not be utilised in any other form, whereas on the surface there are thousands of ways of utilising it.
251. But the very fact of your utilising it makes it of certain value, does it not? Makes what of certain value?
252. Makes the tunnel you are sinking of certain value to the State;—it is no longer useless, you admit that yourself, but it is made valuable by your plant and machinery, and so on? Yes.
253. I think you will admit, then, that some consideration ought to be given to the State in this matter? I do not think so.
254. Do you know what it cost the Great Western Railway Company for tunneling in London? No.
255. Do you know that they have had to pay thousands of pounds? No, I do not.
256. Do you know that for tunneling to Birkenhead, the railway company that owns the line from Liverpool to Birkenhead have had to pay a considerable sum of money to the Mersey Dock and Harbour Board? I was not aware of that.
257. Do you know whether they do or do not pay anything to the Municipal Council of Liverpool? Not that I am aware of.
258. You have seen that work, I suppose? I have not seen it.
259. Then you really ask for the right to take up 35 or 40 feet under the surface of Sydney without paying a cent to the State for its property? We ask for permission to make two tunnels 12 ft. 6 in. in diameter.
260. You might as well ask for 50 miles as a mile and a half, if the land under the surface is of no value whatever? I do not think that using 50 miles would do any more harm to the State than using a mile and a half.
261. I am not saying it would do harm to the State, but your doing this work makes it of certain value to the State, just as a man building a house on the surface adds to the public convenience, but at the same time he has to pay for that convenience, because the ground landlord eventually gets it, although the other man put the house up? There is practically only one applicant in the present case for the use of the sub-soil; in the other case there might be thousands of applicants.
262. Is every part of your scheme original;—have you seen the proposed scheme of Mr. Deane? This preceded that a very considerable time.
263. I am not doubting your word, but the Committee want proof—can you give us any proof of that? I think I have a letter in my office, dated some time in January of this year, which will show that the matter was under discussion then. It was long before Mr. Deane's scheme.
264. Then, as far as you are concerned, your scheme as drafted is original? It is original as far as this Colony

Colony is concerned. I could not answer the question before, because it is really not absolutely original, it is a copy of the London schemes. J. Sulman, Esq. 18 Dec., 1895.

265. It is original as far as this Colony is concerned? Yes.

266. This was brought out before Mr. Deane's? Most emphatically.

267. You now see the bearing of the question? Yes; I did not quite understand it before.

268. Therefore, whilst this scheme is not original as far as London is concerned, it is original as far as this Colony is concerned? Certainly.

269. *Mr. W. H. B. Piddington.*] Did you not, in giving evidence yesterday, state that the capital of this company, or rather the proposed expenditure on this line would be £300,000? Yes, there or thereabouts.

270. And I think that you also said that its construction would give employment to about 500 men—that is on the actual work—for nearly two years? For the greater part of two years.

Eustace Edmund Fosbery, Esq., recalled and further examined:—

271. *Chairman.*] Do you desire to make a statement to the Committee? Yes. E. E. Fosbery, Esq. 18 Dec., 1895.

272. Is that statement on clauses of the Bill referred to by Mr. Richards? The statement is with regard to clauses of the Bill which bear upon statements made by Mr. Richards.

273. Which clauses? A part of clause 3, and clauses 18, 19, 21, 22, and 24.

274. Will you make your statement? I want to point out that under clause 3 the Bill does not authorise Mr. Sulman, except with regard to making trial borings, to take the surface of any street, provided that Mr. Sulman may temporarily occupy portions of streets with the consent of the Municipal Council. I want to point out also that under clause 18 there are very stringent restrictions upon the breaking up of the surface of streets. Mr. Sulman is not to break up the surface for the purpose of constructing a railway, except with the consent of the Municipal Council as to streets in Sydney, and the consent of the Borough of North Sydney with regard to streets in North Sydney. Under clause 19, any sub-way, so far as it approaches within 35 feet of the surface of a street, is to be constructed only in accordance with plans, &c., previously submitted to and reasonably approved of by the Municipal Council and the Water and Sewerage Board. Under clause 21, it is provided that Mr. Sulman is to make no ventilators or shafts or other similar openings in any street. The word "approaches," as well as the word "sub-ways," is defined in the interpretation clause, and under clause 22 the approaches to the station platforms are to be so designed, and of such an extent as to secure the least practicable inconvenience to the public traffic in the streets, and before construction plans are to be submitted to the Municipal Council. I want to call attention also to clause 24, which provides that during the construction of the railway and the progress of the works, the Municipal Council, in common with the Water and Sewerage Board, will have the right to appoint an engineer to enter and view, which provision the promoters have agreed to extend also to the Engineer-in-Chief for Railway Construction. I want to point out also that, apart from these matters, the only one in the whole scope of the Bill which affects the Council is whether we are or are not to pay the Council rates, the whole thing being practically in a nutshell. I should like to add that I have had no further communication from any of the persons whom I mentioned in my evidence yesterday, and I should like to state also that I omitted to mention in my evidence yesterday, that a copy of the Bill was sent also to the Engineer-in-Chief for Harbours and Rivers.

275. *Mr. J. C. Watson.*] I think you said yesterday that you notified the Municipal Council of North Sydney? Yes.

276. On what date did you send that notification? The notifications, I thought, all went out on the 11th instant, but I may be in error, and it may have been the 12th of this month, but I understand that the matter has been public property, and has been brought before the notice of at any rate the Mayor of North Sydney, at a period considerably anterior to the time when I sent a copy of the Bill.

277. But they would not necessarily be here in consequence of the matter being talked of? No, but they had notice of the meeting of the Committee, and they have not attended.

278. *Mr. W. H. B. Piddington.*] Is it not a fact that the Municipal Council of North Sydney have known for a month past that this Bill was coming before Parliament? Much more than that.

279. *Chairman.*] Is it not a fact that this Bill has been notified as required by law in the papers of both the districts and the City? Yes, to a larger extent than was absolutely necessary according to the standing orders.

280. Owing to one omission? Yes.

281. Twice advertised in the course of six months? Yes, and in order to make the matter thoroughly public we advertised in other papers.

282. Have you been in communication with Mr. Barry, the Mayor of North Sydney? Personally I have not.

283. But the promoters have been? I know that he has been apprised.

284. And is in favour, as far as you know, of this Bill? I should not like to say that.

285. At all events he has been summoned to appear as a witness? Yes.

286. And he expressed his intention of coming? I understood that he was quite willing to come. I can explain his absence only by supposing that he, being a solicitor, must be engaged in Court.

THURSDAY,

E. E. Fosbery, Esq.
19 Dec., 1895.

THURSDAY, 19 *DECEMBER*, 1895.

Present:—

Mr. CAMERON, Mr. FEGAN, Mr. HOWARTH, Mr. WATSON.

VARNEY PARKES, Esq., IN THE CHAIR.

E. E. Fosbery, Esq., appeared as solicitor for the Bill.

Eustace Edmund Fosbery, Esq., recalled and further examined:—

287. *Chairman.*] Since yesterday you have obtained information with regard to the practice of the English Parliament in passing bills of this nature—to give effect to similar undertakings? Yes.

288. You have the report of a select committee? I have some extracts from the report of the joint select committee of the Lords and Commons with regard to the electric and cable railways of the metropolis of London.

289. That is, as to the imposition of rates? Yes; I have also perused the Act of the Charing Cross, Euston, and Hampstead Railway Company. That is one of the most recent projects of this kind, and the works are only now in course of construction. The works will cost, I understand, about £1,500,000, and the engineer for them is Mr. Greathead, who prepared the plans for this scheme also. The committee of the Lords and Commons were Mr. Stansfeld, Lord Kelvin (formerly Sir William Thomson, the great scientist), Lord Schute, the Earl of Lauderdale, the Earl of Stafford, Lord Thring, Mr. Whitmore, Mr. Story-Maskelyne, Mr. T. H. Bolton, and Mr. J. S. Gathorne-Hardy.

290. Will you read to us some of the extracts from their report? The report says:—

The committee have met and considered the matters referred and have taken the evidence submitted by the promoters of the various schemes, including that of electric and other engineers, as well as that of representatives of the London County Council, the Corporation of the City of Dublin, the agent and surveyor of the Marylebone Estate, and the Board of Trade. The railway schemes referred for their consideration are required to relieve the overgrown passenger traffic, to provide for the natural expansion of London, and to check the congestion of the metropolitan population by facilitating cheap communication outwards to a circumference which tends constantly to recede. More of such lines of communication are required with existing suburbs, and there is growing need of their extension still further in order to meet the increasing necessity. . . . . It does not appear to the committee, with regard to any of these lines, that their construction would prevent that of other lines which the necessities of London may from time to time require. . . . . With regard to the question whether underground railways, worked by electricity or cable traction, are calculated to afford sufficient accommodation for the present and future probable traffic, the committee report that the evidence submitted to them was conclusively in favour of the sufficiency and the general adaptability of electricity as a motive power for the proposed underground tubular railways. . . . . In the case of public streets, the Committee think it expedient that the companies should be empowered to pass under the streets at sufficient depth without payment of compensation for the way-leave. In consideration of such free passage the Committee advise that the companies should be put under obligation to furnish an adequate number of cheap and convenient trains. The evidence submitted to the Committee on the question of the diameter of the underground tubes containing the railways has been distinctly in favour of the minimum diameter of 11 feet 6 inches.

291. I should like to ask you if you have any knowledge of other Bills for a similar purpose? As stated just now, I have read one of the latest Bills, the Charing Cross, Euston, and Hampstead, very carefully; in fact, the Bill now before this Select Committee is to a large extent based on that one.

292. And these provisions are of the same nature, I presume, as those you have mentioned to us? There is no provision in that Act requiring the payment of rates for the underground workings.

293. *Mr. Fegan.*] Reading the evidence and perusing that Bill, do you know if any of those gentlemen, and if so, how many of them who were interested in that scheme? I could not tell you. I have merely brought this information forward thinking it would be of considerable assistance to this Committee in its deliberations, and also perhaps some members of the House hereafter, it being a matter of very general importance and interest.

294. But you know that sometimes, when such Bills have come before both Houses, members of the Select Committee have been directly interested in the matter? I know that occurs very often. That is why I mentioned that one of the members of that Select Committee in London was Lord Kelvin, who, as Sir William Thompson, was recognised as one of the greatest scientific authorities in the world, as you doubtless know.

Gerald Joseph Barry, Esq., called in, sworn, and examined:—

G. J. Barry, Esq.
19 Dec., 1895.

295. *Chairman.*] You are the Mayor of North Sydney? Yes.

296. In regard to a proposal which is embodied in a Bill now before them, to carry an underground electric railway from North Sydney to the city of Sydney, the Committee desire to know what objections, if any, you have to that Bill on behalf of your Council? Well, at present we have not any. The matter is receiving the consideration of the Council, and it has been referred to a special committee for the purpose of looking into the plans and drawings and the whole of the details in connection with the proposed underground electric railway.

297. That committee has not yet reported? No.

298. You, as a citizen, and one who takes a great interest in local public affairs, you being an alderman and the Mayor of North Sydney, can see no disadvantage that might accrue to the people of your borough from the carrying out of this proposal? No.

299. But, on the other hand, a great advantage? I have not given the matter very much consideration, but from what little consideration I have given to it I am of opinion that it would be of great advantage to North Sydney. Of course, anything that will tend to promote or advance the interests of the district must be of advantage to it. There is a very large traffic at present. From what I have been able to ascertain—not with authority and from the records in the North Shore Ferry Company's books, but otherwise—the present traffic is between 10,000 and 11,000 people daily between North Shore and the city.

300. *Mr. Fosbery.*] What is the approximate population of the borough of North Sydney? I could not tell you the approximate population of North Sydney, but I think that the assessed value of property in our borough is about £26,000.

G. J. Barry, Esq.
19 Dec., 1895.

301. There are a number of other localities at comparatively short distance from your borough? A number. There are the borough of Willoughby and the borough of Mossman.
302. Also many places on the Milson's Point to Hornsby railway line? Yes; it is a very rising district.
303. All of which would be materially benefited by the construction of any means of communication with the city? That goes without saying.
304. The North Shore line has already been put to large use for residential purposes? Yes.
305. It has been largely made use of? Our council clerk could tell you the increase in the number of buildings at North Sydney proper, whilst at Hornsby and other places buildings have been erected almost in dozens.
306. But, apart from exact statistics, you know, as a matter of fact, that residence in that locality has largely increased? Yes; and there is great objection to the ferry traffic. Many people, including numbers of my friends, object to it, because, although the tramway communication is pretty regular, there is great delay in crossing the harbour. The service is too slow.
307. Is it not a fact that a large number of people are rather shy of crossing at night? Yes; that is a great objection.
308. Particularly women and children? Yes; I know that from my own knowledge, from what ladies have told me.
309. Accidents sometimes occur? Yes; I think one or two have occurred.
310. Some lately? Yes.
311. Is it not probable that all the localities to which we have referred would be very much benefited by the construction of this proposed railway? Yes; I think so, undoubtedly.
312. And it would give a great impetus in connection with the borough of North Sydney and the localities surrounding it? Yes; I think it would. If people living there—especially those who carry on business or professional practice in town—could be taken across and alight in King-street, instead of being landed at Circular Quay, I am certain that the railway would be availed of to a very considerable extent.
313. It would give a great impetus to building and to the general expansion of North Sydney and the surrounding localities? I think so. Of course I am not authorised by the Municipal Council to express an opinion on this matter, because the Council have not yet dealt with it. I am giving my own opinion, merely as a citizen and as a resident of the locality. I have been there many years.
314. We propose to charge a fare of 1d. from Milson's Point to the Circular Quay, and a fare of 1d. from the Circular Quay to the corner of King-street and George-street? Yes; I understand that.
315. Do you think that is a fair charge? Yes, very reasonable; and the line would be a very great convenience, too. The means of communication with the city at present are very inconvenient, especially to myself and others who, when in a hurry, very frequently have to take a cab from the Circular Quay and pay a shilling to get into town.
316. Then, to sum up, a fast and frequent service such as we propose would be a manifest advantage to North Sydney and to the city generally? Yes; I do not think there is any doubt about that.
317. *Mr. Fegan.*] How long has this scheme been before you, to the best of your knowledge? Some weeks. I think it was first mentioned to me incidentally by somebody on the boat. I do not know the gentleman who promotes it. I have never seen him in my life.
318. I meant, how long has this scheme been before the Council? A letter was written to the Council, I think, three or four weeks ago. We have what we call a finance, general purposes, and works committee, which meets every fortnight, and the Council has a general meeting fortnightly also, and this matter would have been dealt with long ago, but unfortunately on one or two occasions there was no quorum of the Council.
319. *Chairman.*] Of course your Council have seen it advertised for some months? Yes; they are fully conversant with the whole thing, with the exception of details.
320. *Mr. Fegan.*] Then it appears that it is your Council's fault that they have not had this scheme before them longer? I should not like to put it in that way. It has not been before the Council.
321. If your meeting had not lapsed for want of a quorum this scheme would have been before the Council some time ago? Probably, but that would depend on the business. Sometimes there is a very large business paper, and discussions are prolonged on questions that come before the Council, and unfortunately we cannot get through the whole business paper; but I have no doubt that if we had been meeting regularly this matter might have been dealt with before now. However, I would not like to say it is the fault of the Council, as that would seem rather harsh.
322. You think that to a business man it would be a consideration to be able to get from your borough to the city in much quicker time? Oh, yes; a very great consideration indeed.
323. And you think the charges proposed are reasonable? Yes, very reasonable indeed. The North Shore Ferry Company charges 1d. for taking you to the Circular Quay.
324. And the 'bus charges you 2d. for taking you from the Circular Quay to King-street? Yes; and there is the inconvenience. Sometimes you cannot get a 'bus at the moment you wish to take you up town.
325. *Mr. J. C. Watson.*] You say it would be a great advantage;—would that not apply equally to any similar scheme, if carried out by the Government—anything which would have the same effect of connecting North Sydney with the city? Of course, anything that would have the same effect would be of corresponding benefit to the district.
326. How do you think this scheme would compare with that of a bridge carrying vehicular and tramway traffic as well as pedestrian? The difficulty I see in regard to that is that it is so remote. The probabilities are that we may not get that for an indefinite period. I have only seen one scheme, that of Mr. Pullitzer, mentioned in the papers, and it seemed to me rather an extravagant idea; and if we are to wait for that, we might have to wait until we have all vanished. It would be very good if we could get it. Of course I am only speaking from my own common sense point of view. I do not know much about these things; but I know that any improved means of communication, and this would be one, would be of very great advantage to the district. I am sure that it would give a great impetus to the building of properties there, and would be a considerable convenience to the inhabitants. I am speaking more particularly of the convenience it would be to hundreds like myself, and it would encourage settlement there. Numbers of people would go to reside there who now object to do so. People have spoken to me personally of the bother now of having to take a 'bus and then cross by the ferry.
327. But the same objection would apply so far as 'busing is concerned? No; because there would be an entrance to and exit from this railway at the corner of King and George Streets.

G. J. Barry, Esq. 19 Dec., 1895.

328. Yes, on this side; I thought you meant on the other side of the water? No, not at all. We have the trams there. They run regularly. We have the cable tram and then the electric tram which runs within five minutes' walk of my place of residence, and then the railway also is a State feeder of the North Shore Steam Ferry Co., and enhances the value of their property to an enormous extent.

329. This scheme would merely transfer the State-feeding from one company to another? Not only that, for, in my opinion, it would cause a great increase in traffic to the railway and tramway at North Shore.

330. *Chairman.*] It would sustain the Government railway and tramway? Yes. There is a very large area there, and the people could purchase land and build.

331. *Mr. Howarth.*] Have you had any other project under consideration in the council at any time? Oh, the bridge has been talked of, I think, ever since Sir Henry Parkes introduced the matter many years ago. I have been mayor twice, but I have only been in the Council three years, and during my term as alderman I have heard this question of the bridge discussed very frequently; in fact, we have an everlasting bridge committee who never meet.

332. Never meet? Well, I think we can never get the committee together. The committee is a sort of standing committee. We have appointed a bridge committee every year.

333. Was Mr. B. C. Simpson's bridge scheme ever brought under your notice? No; it has never been mentioned to the Council in any way. I have heard something of it, but further than that I know nothing about it whatever.

334. Has Mr. A. M. Howarth's bridge and tunnel scheme been brought under the notice of your Council? Not during my time; I never heard of it.

335. Has the tunnel scheme of Mr. Deane, the Engineer-in-Chief for Railway Construction been brought under your notice? I never heard of it. When I say that, I should state that I have heard of several schemes casually, but have always looked upon them as being something like the old bridge business, which cropped up every now and then, and as quickly died away.

336. Did I understand you to say that your assessed value was £26,000? I think it is between £25,000 and £26,000. It was prior to the separation of Mosman's, and we are in nearly as good a position now as we were then. The district is going ahead—it is a very prosperous district—so much so, that although when I took office a little over two years ago, we had an overdraft of a little more than £6,000, we now have a credit balance of about £2,000. We are in a good financial position. I think that, in that respect, we come next to Sydney.

337. You have given an estimate of 11,000 passengers daily on the ferry? I am speaking from what I have been told—between 10,000 and 11,000 passengers daily on the ferry. I do not know whether that includes Neutral Bay, and this scheme would take a lot of people from Neutral Bay.

338. Neutral Bay and Mosman's Bay too, which are fed by the electric tram? Yes.

339. Have you an estimate of the vehicular traffic on the ferry, also? No.

340. You could not express an opinion? No.

341. I do not know whether you are aware that 250,000 tickets have been issued on the Milson's Point railway line alone during the last twelve months? I do not know the number, but I know the traffic is an increasing one.

342. From your knowledge of the district, would you consider that the bulk of that railway traffic crosses the harbour? Yes, nearly the whole of it—nine-tenths of it, and probably more. There are a great many people who have gone up there to live—at Turramurra and other places. The land is very valuable, and it has increased considerably in value lately.

343. Do you consider an increase in land values a sign of improvement? That is rather an abstract question.

344. I mean, as far as increase of population is concerned? It depends on the demand. There is a great demand for land there now, and that has increased the value of the land, I take it. I know some land that was offered to me to build upon some time ago, and I went to get it a little while ago and found it had increased £50 or £60 an acre. The owner had, in fact, obtained about £350 more for the three acres than I offered him two years ago.

345. *Mr. J. C. Watson.*] Do you think that the people of North Sydney would prefer to have communication under the control of the State if they had the opportunity? I am not in a position to express an opinion on that. Personally, I would give as much encouragement as possible to the expenditure of private capital, but it is altogether another question as to whether the State should undertake a work of this sort or not. We might have to wait a considerable time for the Government to do the work. Perhaps it would be better, on the whole, if the Government would undertake a work of this sort; but if we wrangle between a bridge and something else, we may ten years hence be in the same position as we are in now.

346. *Mr. Fosbery.*] From your knowledge of the locality, can you say that, if this concession is granted and this line is constructed, it will not in any way interfere with the erection of a bridge hereafter? I cannot see how it would interfere at all with it. I should like to see it built.

347. *Mr. Cameron.*] If this proposed work were carried out, would it not largely minimise the necessity for the present vehicular traffic? I do not think it would largely minimise it. It might do so to a certain extent, for the reason that people who now keep horses and traps would be landed in George-street, and would prefer getting more into the centre of the city in going to their business. But so far as the large body of vehicles is concerned—those used by market gardeners, fruit-growers, and others—I think they would still have to go across the harbour as at present.

William Barnett Smith, Esq., called in, sworn, and examined:—

W. B. Smith, Esq. 19 Dec., 1895.

348. *Chairman.*] What are you? Council Clerk of the borough of North Sydney.

349. You have been called by the Committee to give them such information as you can—with the notice you have had and seen in the papers—as to whether the scheme as proposed under the Bill before Parliament to build an underground electric railway from North Sydney to the city of Sydney will be objectionable to your municipal government or not? Well, our Municipal Council have not properly considered that matter yet. The matter has been brought before us by correspondence by some gentleman, Mr. Sulman, who, I think, is interested in it. He has only within the last week furnished us with a copy of his Bill, and has promised to furnish us with a copy of his plans, and the Council have been awaiting the receipt of that information before they could consider the matter.

W. B. Smith, Esq. 19 Dec., 1895.

350. But from your knowledge, in administering the affairs of the Council, can you yourself see any objection? I do not know anything about the scheme myself. The only knowledge I have of it is what I gathered from Mr. Sulman's letter. I have not perused the Bill. I have not seen the plans.
351. The scheme is a scheme to carry a tunnel, 12 feet in diameter, at a minimum depth of 35 feet below the surface, and to run a quick electric train through this tunnel backwards and forwards, at a charge of 2d. for the complete journey, or 1d. to the Circular Quay station from North Sydney—would that be of benefit to your district? Well, as to my own individual opinion, without, of course, binding the Council in any way, I think that anything which would improve the means of communication between North Shore and Sydney would be an advantage.
352. And this would be a decided improvement? Well, as far as I am competent to judge, it would be.
353. As far as you can gather from your brief information as to what the proposal is, you think there can be no objection to it? I do not know of any objection personally.
354. *Mr. Foxbery.*] If this scheme is carried out, and the railway is constructed, will it act as a feeder to the Government railway from Milson's Point to Hornsby to any extent, by the expansion that it will cause of the various localities? I do not know that it would; it might. Of course, the traffic now from the railway is carried across by steamers, and I suppose that the steamers would still continue to carry a portion of it.
355. But will not affording a more convenient and expeditious means of communication tend to increase the population of North Sydney, and the surrounding localities? I should think it would.
356. Would not that of itself tend to increase the traffic on the Government railway? Yes; I think it would, indirectly.

Edward Mann Clark, Esq., M.P., called in, sworn, and examined:—

E. M. Clark, Esq., M.P. 19 Dec., 1895.

357. *Chairman.*] You are a member of the Legislative Assembly? Yes.
358. You are an old resident of North Sydney? Yes.
359. You are an alderman and have been mayor? Yes.
360. You know the district thoroughly? Yes.
361. You know the project that is before the Committee for an electric railway? I do.
362. Do you think that that railway will have a detrimental effect, or otherwise, upon your district? Well, perhaps it will be as well for me to explain. This matter was brought under my notice almost at its inception, and one very grave objection that I had to it was that it did not provide, as I thought, for the more necessary traffic—that is, for the vehicular traffic. I had an objection to the tunnel for that reason, and the objection I have to it now, if it may be called an objection, is that it may probably prejudice a proposal for a connection for vehicular traffic.
363. Supposing that this company put down at some future date, and their capital would allow them to put down, a tunnel for vehicular traffic, would not that overcome your objection? Well, so far as I am concerned I want to see a connection, and if it were not possible to get an overhead bridge I certainly think that if the connection were made by tunnel I would have no objection to it. The objection that I have to the present proposal is that we do not know when there may be a prospect of this connection.
364. Do you know of any chance in the immediate future of getting a bridge? There is this chance about it—that there is an advertised proposal to make a connection by means of a bridge. In fact, I have been asked to take up a Bill, and probably I shall; a proposal of Mr. B. C. Simpson to construct a bridge, and I think there is a prospect of the work being carried out. But at the same time that would not prejudice me against a tunnel. I have no objection to seeing the two works carried out. I think the district would benefit by having both a bridge and a tunnel.
365. What would be the cost of that bridge? I understand the cost would be under £400,000.
366. For a suspension bridge? Yes; a high-level bridge. It would, I understand, be a bridge for vehicular, foot passenger, and tramway traffic, and I am very much in favour of a bridge of that kind. I am myself not in favour of a railway bridge.
367. Would it be a cantilever bridge? I could not give you any other particulars.
368. Is that the engineer's estimate? Yes. The engineer's estimate, I understand from a conversation I have had on the subject is under £400,000. I believe that Sir John Fowler gave an estimate for a similar bridge some years ago, and that it was £450,000.
369. *Mr. Cameron.*] But there have been estimates in the interim which considerably exceeded that amount? Yes, there were estimates given up to £1,000,000. But one estimate for £1,000,000 was for a railway bridge—that is Pullitzer's scheme, I think, and that includes nearly £250,000 for resumptions. He proposes to go in at the back of streets and resume a lot of land, which he might avoid.
370. *Mr. J. C. Watson.*] Is his proposal to carry a railway? Yes.
371. *Chairman.*] If this tunnel were built it would not in any way interfere with the after project of building a bridge? That I could not say. People want excuses for everything in this world, and it might have this effect. Even supposing that the Government were willing to undertake the work, the Government might say, "What do you want a connection for; you have a connection; what other connection do you want." It might prejudice, I say, a connection for vehicular traffic, which now is being served by a most primitive process, which will have to be got rid of at once.
372. But a bridge could only be for vehicular traffic? Of course, if a tramway connection were made, it would also carry the whole of the tramway passengers. I think that the proposed bridge would connect with the present tramway system at North Shore.
373. But it has been proved by estimates that it would be more costly to build this bridge for vehicular, tram, or railway traffic than an underground tunnel for railway purposes would be? Well, I am not an engineer.
374. But has that not, to your knowledge, been exemplified by both private and Government estimates? Yes, there is a good deal in that.
375. *Mr. Foxbery.*] Are not the borough of North Sydney and the places surrounding it carrying a very large population? Yes.
376. Has that not been somewhat increased by the construction of the Government line from Milson's Point to Hornsby? Yes, the population has been considerably increased.
377. Has not a very large population settled along that line? Yes.
378. Is it not considered, particularly on the high lands, a very healthy locality? Yes.

E. M. Clark, Esq., M.P.

19 Dec., 1895.

379. Is there not a large number of houses built there? A very large number, and there is, perhaps, more building going on there than in any other suburb around Sydney.
380. Is it not probable that the land along that line, and on the whole of the North Shore, would be very much more sought after for residential sites if there were more convenient and quick means of communication between the centre of the city and Milson's Point? Well, as far as those people are concerned, I think that they are fairly well served, because they are brought almost to the very door of the present ferry.
381. But if they could be brought to the very centre of the city, would it not be very much more convenient for them? I suppose it would be a convenience, not only to those people, but also to people elsewhere if they could be brought nearer to the centre of the city.
382. Is it not a fact that many people have objected to living along that line, because they would have to cross over the harbour in a steamer? The principal objection I have heard has not been so far as the passenger traffic is concerned, but from the vehicular traffic standpoint. Many people would like to keep carriages and live in that neighbourhood were it not for the trouble in getting backwards and forwards to the city.
383. The £400,000 that you spoke of as the estimate for the construction of a bridge—did that include resumptions too? I understand so. But I am speaking with very imperfect knowledge of the matter. The Bill is scarcely prepared, I think, yet.
384. You just now cited an estimate given by Sir John Fowler for some bridge works;—was that an estimate for a bridge, without including the cost of approaches? I could not tell you.
385. You spoke just now of the present means of communication as being primitive? Yes.
386. Is it not also dangerous? I alluded to the vehicular traffic.
387. Only to the vehicular traffic? Yes; and it is very dangerous.
388. Is not the passenger ferry traffic also very dangerous? There is a very great danger, I will admit, in crossing and recrossing the harbour.
389. And, considering the magnitude of Sydney and of North Sydney, that means of communication must be regarded as nothing else but primitive, having regard to other big cities in the world? I agree with you. There is too much ferry traffic being concentrated at Circular Quay, and gradually the water-way has been lessened and lessened and it is really dangerous, and as far as the North Shore ferry traffic is concerned more dangerous, than is any other ferry traffic.
390. And that is likely to grow? Yes; likely to grow.
391. Have you glanced through the provisions of this Bill? Yes; I have read the Bill. I think it is a very fair liberal measure. I have no objections to it on that score.
392. Do you think the charges that are proposed to be made under the Bill are fair and reasonable too? Yes; I think they are very fair and reasonable charges. I do not think any one could expect anything cheaper.
393. Do you think the provisions we propose, with regard to Government inspection, are sufficient? Yes.
394. Do you think that the powers of supervision which we are giving in various clauses to the municipal authorities are as wide as they should be? Yes; I think so—that is just judging from the glance that I have had at the Bill. I think the Bill is a very liberal one.
395. I ask you to refresh your memory by again referring to clauses 18, 19, 21, 22, and 24? I might say that so far as clause 18 is concerned I understand that your tunnel does not touch any part of the borough of North Sydney.
396. The only reason why I put the last question was that you might refresh your memory so as to answer the previous question, as to whether you think those provisions are sufficiently wide to meet any objections that the public authorities might bring forward? Yes, I am quite satisfied.
397. Then as to clause 24, with regard to giving the municipal authorities power to appoint an engineer to view the works in progress? I have read the Bill, and I am satisfied that it is a very liberal measure.
398. You have no suggestion to make in regard to it? No.
399. *Mr. Cameron.*] You spoke just now with reference to the advisableness of constructing a bridge over the harbour as being a more preferable mode of communication? Yes.
400. Is it not a fact that the matter of the agitation for this bridge has been before the public for a number of years? It has been before the public for a number of years.
401. But it does not seem much nearer consummation now, does it? Well, it does. Now you bring me to that, I may say that during the last Parliament a resolution was carried unanimously by the Legislative Assembly—it was taken as a formal motion, and therefore was carried unanimously without opposition—that the matter of the construction of a bridge to North Shore should be referred to the Public Works Committee. The House had never affirmed anything like that before. Therefore, I take it that it is nearer consummation. Since then I asked a question—shortly after the new House came into existence—and I was then informed by the Minister for Works, and I take it that the question was answered in good faith, that he proposed to consider this matter in connection with his railway proposals. The probabilities are that the matter is under the consideration of the Minister for Public Works at the present time, or at least I am under the impression that it is.
402. *Mr. J. C. Watson.*] In addition to that, there is the other proposal from a company which is prepared, you say, to introduce a Bill? Yes; another company is prepared to introduce a Bill.
403. *Mr. Howarth.*] How long have you resided at North Sydney? About seventeen years.
404. During that time you have occupied positions as manager of two of the largest brickworks on the Shore, and you have occupied the position of alderman for a number of years, and of mayor more than once, have you not? Yes; I was manager of the Gore Hill Brickworks, and the Crown Plastic Brickworks for a while. I have been an alderman for twelve years; but I have not quite vied with Dick Whittington—I have only been mayor twice.
405. And you have represented the whole of the district embraced within the boundaries of Lane Cove River, Berowra Creek, Hawkesbury River, the Pacific Ocean, and Port Jackson, to the point of commencement, in the Legislative Assembly? I am glad to say I have.
406. I take it that you are in a position to give evidence as to the requirements of the district? Yes; as to the requirements of the district, and of public opinion in the district on a question like this.
407. Do you consider that a better means of communication is necessary between North Shore and the City? Certainly.

E. M. Clark, Esq., M.P.

19 Dec., 1895.

408. What form do you consider that communication should take? I certainly think that it should take the form of a bridge.

409. Can you supply any estimate of the probable vehicular traffic across the harbour at the present time? Yes. I have been counting sometimes from 5 o'clock in the morning until nearly 12 o'clock at night, and therefore I speak from my own observation. The probable vehicular traffic at the present time is about 1,200 vehicles per day, and I estimate that the revenue now derived from the North Shore ferry vehicular traffic alone is not far short of £20,000 a year.

410. Have you any estimate of the passenger traffic? Yes. I may say that the Works Department a little while ago made an estimate of the passenger traffic, and they estimated it at 10,800 a day. But, seeing that they estimated the vehicular traffic at only about 360 a day, I take it that if they made the same mistake in regard to the passenger traffic as they did in regard to the vehicular traffic, the passenger traffic must considerably exceed 10,800 a day. My own impression is that the passenger traffic is not far short of 15,000 a day. I know there have been days when between 19,000 and 20,000 people have passed through the turnstiles. I think that on the day Lord Hampden landed 19,000 people passed through the turnstiles. There are also a very large number of subscribers, and I think that if I said that the passenger traffic was 13,000 a day I should be well within the mark.

411. In your opinion, would the vehicular traffic be increased if better facilities were provided? Yes; I think it would be increased threefold, if not more than that.

412. As to the element of danger, which you mentioned, in crossing the harbour, would not the element of danger also exist both in a tunnel and in a bridge? I should not like to say that I think I would rather be on the top of the water than underneath it, but that is only my individual opinion, whatever other people may think. Of course, this railway would be a very rapid means of transit, and you would not be very long under the water. I understand that this railway will run from North Shore to the post-office in about four minutes, and the danger would be somewhat minimised in that case.

413. *Mr. J. C. Watson.*] You said that the construction of this tunnel might prejudice the chances of getting communication for vehicular traffic? That is my opinion—that is, if this work was authorised at once, it might have that effect.

414. That is, I presume, that with this second mode of communication, in addition to the steamers in existence, you think it would be unlikely that either the State or a company would take in hand the providing for vehicular traffic when it had practically no chance of catering for passengers? It would be unlikely for the State, and I think that a private company would hesitate too.

415. And you say that you think that the vehicular traffic is the most important portion of the traffic? That is the most important traffic.

416. What do people pay now for vehicles? Latterly, largely at my own instigation, a reduction of about 25 per cent. was made in the fares—there was a return ticket issued at fares reduced about 25 per cent., but I think the lowest charge is 9d. return for a vehicle—that is, the smallest class of vehicle. If the load is a large one, sometimes drawn by three or four horses, the company make tonnage charges, and in some cases the charge is as much as 7s. 6d. for a vehicle.

417. And the boats are not run very frequently? In the early morning they run about every half hour. They run fifteen trips—eight from North Shore and seven the other way—between 5 and 8 o'clock; and then from 8 o'clock until 6 p.m. they run quarter-hour trips, and then from 6 to 12 midnight they run half-hour trips. I might give you an instance in connection with the carrying of an ordinary can of milk. They charged a poor man 9d. for carrying over a few gallons of milk, and they took no responsibility at all.

418. Does your experience of the treatment accorded to the residents by the North Shore Ferry Company encourage you to favour the carrying out of means of transit by other than the State in this connection? Take the tunnel as an example. The State has constructed a railway to Milson's Point, which is being run at a loss exceeding £20,000 a year. It has also constructed a tramway on the shore which is being worked at a profit of only 2 per cent.

419. *Mr. J. C. Watson.*] Well, 2 per cent. really means a loss? The North Shore Ferry Company are paying 10 per cent.

420. Is that not on watered stock? Yes, directly, they pay 10 per cent., but indirectly, goodness knows what they pay. I take it that under these circumstances, considering that the State has already constructed these other works which are now being carried on at a very small profit, and seeing that there would be such a large profit from this work, this is a work which the State ought to carry out. As regards the question of a bridge, I look upon the question of a bridge as a national one, and ought to be undertaken by the State. But if the State will not do it, it is a necessary work, and I am willing that it should be done privately.

421. There is a clause in this Bill with regard to resumptions, and it gives power to the State to resume after 20 years have expired; suppose that in other respects the Bill is agreed to, do you think it is wise, in the interests of the State, to have the 20 years' restriction? I think that so long as the State pays an equivalent, the State ought to have a right to come in at any time.

422. The Bill provides that if the State should wish to purchase, it shall pay "the amount of the actual *bona fide* cost of acquisition, purchase, construction, and erection of the premises so purchased by the Crown, with an amount added equal to three years' net profit"? Well, I am not greatly in favour of that system of resumption—paying the original costs with three years' profits' added. It is a very difficult thing to deal with. I would rather see a fixed sum of 10 per cent. added to the capital cost, or something like that—10 per cent. or any other fixed amount. I think it could be better dealt with in that way than by paying compensation at the rate of three years' profit.

423. Do you think that the term of 20 years in the resumption clause is too long? I think so.

424. *Mr. Fosbery.*] Do you know, as a matter of fact, that if a tunnel is constructed for vehicular traffic this traffic cannot be run in the tunnel used by trains? I understand that it would have to be a separate tunnel.

425. And the only reason why you say that the construction of this underground railway would postpone the possibility of your getting an underground tunnel for vehicular traffic is that there would be less inclination to allow a further concession when the traffic had been relieved to such a considerable extent—is that what you mean? If this work were carried out, and considering that so much indifference has been shown in regard to this connection—and I think that the Committee will see from some of the

 facts

E. M. Clark, Esq., M.P.

19 Dec., 1895.

facts which I have stated that a large amount of indifference has been shown, it might be that, supposing no private company were willing to come in and construct the bridge, and supposing that I, as Member for the district, approached the Government and said "It is necessary that a bridge should be constructed," the Government might say, "What do you want with a bridge, you have a tunnel"?

426. You do not mean that mechanically the construction of this tunnel would prevent a bridge from being built across the harbour? No. One of the first objections that I found with this Bill when it was first submitted to me was that it did not make provision for vehicular traffic. If it did, I think I might have more sympathy with it than I have now.

427. *Mr. J. C. Watson.*] Is it not a fact, practically speaking, that there would be less inducement for people to undertake to make provision for the vehicular traffic, if they could not have practical control of the passenger traffic at the same time? Yes, I think so.

428. From a business point of view? Yes.

429. Supposing that this company got power to go ahead with the matter of passenger traffic only, and that subsequently they were enjoying fair prosperity, do you think it is likely that they would not then go in for the vehicular traffic, supposing they were doing well enough out of the other? I scarcely think they would.

Sydney: Charles Potter, Government Printer.—1895.